143741

G-28

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
NEW YORK CENTRAL RAILROAD

DIVISION OF LABOR

Englewood, Ill., May 28, 1920.

E-38-11-a

Director General,
U. S. Railroad Administration,
Washington, D.C.

Dear Sir:

JUN 1 1920

We, the undersigned, are clerks employed by the New York Central Railroad at Englewood, Chicago, Ill., and wish to place before you our claims for back pay on which we are unable to obtain any satisfaction either way, as to whether it will be granted or not.

These claims cover back pay due on the basis of interpretation number 12 to General Order No. 27, for overtime over regular assigned hours between January 1st, 1918 and September 1, 1918.

Statements were drawn up by each clerk to cover the overtime hours worked and these statements were approved by Mr. Geo. Thomson, then Dist. M.C.B. of the N.Y.C.R.R. at this point, agreeing that the time covered by such statement was actually worked. Mr. Geo. Thomson referred these statements to Mr. W.O.Thompson, then Supt. Rolling Stock of the N.Y.C.R.R. at Cleveland, Ohio, under date of January 23rd, 1920, but up to the present time all we have been able to learn was that, "nothing had been heard from the management as to the disposition of the claims".

We feel that Interpretation No. 12 to General Order No. 27 is very plain in stating that we are entitled to back pay for such overtime worked and the approval of the local head of the department carries with it sufficient guarantee that the time reported was actually worked and should be paid for. Also, there have been a number of decisions by the Adjustment Board in similar cases against other roads in the clerks' favor to indicate that such claims as ours are just and should be granted.

We further feel that the management of the N.Y.C.R.R. has had ample time and opportunity to investigate and handle these claims and would, therefore, ask and entreat your co-operation to see that we are justly remunerated for this overtime worked.

Thanking you for any consideration you may give us and any efforts in our behalf and hoping to receive some reply indicating some action is being taken, believe us with all sincerity to be,

Yours respectfully,
E. L. Schulde
Miles Gillott
Joe Healy
C. C. Looft
Geo. Triptow

Representing Clerks in Dist. Master Car Builder's Office, N.Y.C.R.R., Englewood, Ill.

JUN 1 1920

145741

June 1st 1920.

Dear Sir:

This will acknowledge for the Director General your letter of May 28th, relative to back pay which you feel is due you in connection with Interpretation No. 12 to General Order No. 27.

Your letter is being referred to the Division of Labor for attention.

Sincerely yours,

(Signed) E. M. Alvord

Messrs: E. L. Schmde,
Joe Healy,
C. C. Leeft,
Geo. Treptow,
Miles Gillett,

c/o District Master Car Builder's Office,
New York Central Railroad,
Englewood, Illinois.

AWS. GM

FORM 30

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

LOUISVILLE & NASHVILLE RAILROAD

Ky. Div. 1-A

Winchester STATION Ky Jun 23 1920

#21 N. Highland St.

LABOR

JUN 25 1920

Director general of Railroads
Washington D. C.
My Dear Sir
We as the Train Porters of the Ky Div of L & N Ry filed a Claim With the board administration Mr J. A. Franklin, September 4 1919 and I Was advised to State the nature of my Case and What We Claime Is claim of general order no 27. Supplement no 12-6. We perform the duties as a Trainman and the Division Board of Labor turned our Case & through Mr J. A. Langley.
Will you please Judge What Steps Is taken the Matters thanking you In Advance I very truly Yours

William D Talbert

#21 North Highland St
Winchester
Kentucky

SIXTY-SIXTH CONGRESS.

JNO. W. LANGLEY, KY., CHAIRMAN.
JOHN M. C. SMITH, MICH.
THOMAS S. DUNN, N. Y.
AARON S. KREIDER, PA.
RICHARD N. ELLIOTT, IND.
WILLIAM E. ANDREWS, NEBR.
CHARLES J. THOMPSON, OHIO.
EDWIN B. BROOKS, ILL.
J. WILL TAYLOR, TENN.
DANIEL REED, N. Y.
CARL R. CHINDBLOM, ILL.

FRANK CLARK, FLA.
JAMES C. CANTRILL, KY.
FRANK PARK, GA.
WILLIAM W. RUCKER, MO.
JOSEPH J. MANSFIELD, TEX.
ANTHONY J. GRIFFIN, N. Y.
JOHN W. RAINEY, ILL.
JOHN F. FITZGERALD, MASS.

COMMITTEE ON PUBLIC BUILDINGS AND GROUNDS,
HOUSE OF REPRESENTATIVES, UNITED STATES,
WASHINGTON.

November 6, 1919.

Mr. William H. Talbert,
21 North Hiland Street,
Winchester, Kentucky.

Dear Mr. Talbert:

I have your letter of recent date regarding the character of work that you are now called upon to do. I am sorry that things have not been arranged to your satisfaction, and as they ought to be, and I shall take the matter up again with the Railroad Administration here at the first favorable opportunity, and let you know the result.

Sincerely yours,

Geo W Langley

SIXTY-SIXTH CONGRESS.

JNO. W. LANGLEY, KY., CHAIRMAN.
JOHN M. C. SMITH, MICH.
THOMAS B. DUNN, N. Y.
AARON S. KREIDER, PA.
RICHARD N. ELLIOTT, IND.
WILLIAM E. ANDREWS, NEBR.
CHARLES J. THOMPSON, OHIO.
EDWIN B. BROOKS, ILL.
J. WILL TAYLOR, TENN.
DANIEL REED, N. Y.
CARL R. CHINDBLOM, ILL.

FRANK CLARK, FLA.
JAMES C. CANTRILL, KY.
FRANK PARK, GA.
WILLIAM W. RUCKER, MO.
JOSEPH J. MANSFIELD, TEX.
ANTHONY J. GRIFFIN, N. Y.
JOHN W. RAINEY, ILL.
JOHN F. FITZGERALD, MASS.

COMMITTEE ON PUBLIC BUILDINGS AND GROUNDS,
HOUSE OF REPRESENTATIVES, UNITED STATES,
WASHINGTON.

September 4, 1919.

Mr. William H. Talbert,
21 North Highland Street,
Winchester, Kentucky.

Dear Sir:

The inclosed letter from Mr. J. A. Franklin, Assistant Director, Division of Labor, U. S. Railroad Administration, relative to your case, is self-explanatory.

My suggestion to you is that you follow the instructions of Mr. Franklin, and I hope everything will turn out all right.

Very truly yours,

Geo W Langley

Inclosure.

No

Albany Ga.
July 10 1920

Mr J. A. Franklin
Washington D.C.

LABOR
JUL 12 1920

E 38-1-R

We are Sir to day I am writing you for some information will you please give me. I saw a Pice in the Macon News in Regards to wages increase does this increase aply to Porters

that are paid under supplement
24 and it seems that this supplement
puts out off the seniority the way that
porters are paid & cant find no such
class off work in Rule Book
as a service porter and we pays
Brakeman Relief dues R.R. Hospt
Please give me some information
as if these jobs dont not show
any increase & would like to make

some change in jobs
Thanking you give me something
on this Please

you Respt

George Day
a.c.s. Porter

C/o. W.M Ramsy Albany Ga.

July 23,1920

E-38-11-A

Mr. George Day,
W. H. Ramsy,
Albany, Ga.

Dear Sir:

This will acknowledge your letter of July 10th addressed to Mr. Franklin in regard to increase for train porters.

I do not know what increase you refer to. Possibly you have reference to the notification of the increase that would be awarded employees by the United States Labor Board, which award was made public on July 20th. The increases granted under this award applied to all classes of railroad employees.

Yours truly,

5-AR

July 24, 1919.

E-38-11-A

FILE COPY

Mr. A. Johnson,
12 E. 14th Street,
Chattanooga, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of the 21st instant with regard to the application of Supplement No. 12 to train porters in the employ of the Alabama Great Southern Railroad.

Please advise me in the case of each man employed as a porter and rendering brakemens' services, the exact runs to which they have been assigned, and I will take up with the Federal Manager, and also give me information as to who instructed them to perform brakemens' duties, or any part of such duties.

Yours truly,

J. A. Franklin

7-ac

Form G-77

2-8075

E-38-11-A

August 26,1919

FILE

Mr. A. Johnson,
12 E- 14th St.,
Chattanooga,Tenn.

Dear Sir:

This will acknowledge receipt of your letter of July 31st with further reference to the application of Supplement No.12 to train porters in the employ of the A.G.S. RR.

The last paragraph of my letteroof July 24th reads as follows:

COPY

"Please advise me in the case of each man employed as a porter and rendering brakemen's services, the exact runs to which they have been assigned, and I will take up with the Federal Manager, and also give me information as to who instructed them to perform brakemen's duties,or any part of such duties."

I note you state that you do not wish to worry me but your manner of handling this case is more trouble to me than if you had followed my suggestions in the first instance.

Giveme the name of each man together with the run that is assigned to him,whether it is known by number, by hours or by train number and all the other information asked for above but until that time I shall be unable to do anything for you.

Form G-77.

Yours truly,

J. A. Franklin

7-AR

E-38-11-A
Sept. 11, 1919.

FILE

Mr. A. Johnson,
12 E. 14th St.,
Chattanooga, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of September 6th, with further reference to the application of Supplement No. 12 to train porters employed by the Alabama Great Southern Railroad.

There is a possibility that back pay might accrue to them before the order was issued taking from them the work bringing trainmen's rate of pay, and if you will go ahead and give me the information up to the time of the posting of the bulletin you mention as issued by the Federal Manager, I may be able to help you.

Of course, if you do not give me the information I have asked there is nothing I can do, as the Federal Manager would only come back and ask me the questions I have asked you.

Yours very truly,

J. A. Franklin

COPY

Form G-77

2—8875

7-FD

E-38-11-A

Sept. 15, 1919.

FILE COPY

Mr. A. Johnson,
12 East 14th St.,
Chattanooga, Tenn.

Dear Sir:

Your letter of September 10th, addressed to Hon. G. W. McAdoo, has been referred to this Division, in regard to porters in the employ of the Southern Railroad who are performing brakemen's duties, and who are not being paid accordingly.

If there are any injustices in or misapplication of the wage order arising I would suggest that they endeavor to adjust the matter personally with their superior officer in the employ of the railroad, and failing a personal settlement that the matter be handled through their organization if they belong to an association of railroad employees. Should they not belong to an association of railroad employees then I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

If you have already handled the matter as above outlined and have been unable to make an adjustment, I would then suggest that you advise me the runs to which all the complainants have been assigned who perform the duties you mention, also the names of the men who have instructed them to do this work, and in detail the description of all the responsibilities of a brakeman they have undertaken and discharged.

Form G-77 2—8875

Yours very truly,

7-FD
Encl.

W. A. FRANKLIN

cc- B. Simmons
T.A. Davis.

E-38-11-A

December 1, 1919

Mr. A. Johnson,
12 East 14th St.,
Chattanooga, Tenn.

Dear Sir:

This will acknowledge receipt of your letter without date addressed to Mr. W. S. Carter, Director, stating that the train porters of the A. G. S. Railroad were verbally informed that the Division of Labor, through Mr. Daugherty, would begin paying colored front-end men doing brakemen's work according to Supplement No. 12 to General Order No. 27 by December 7th, with back pay; and claiming that the porters are still doing brakemen's work and carrying switch keys.

You have been misinformed, and the report is unfounded. The Division of Labor has been investigating and endeavoring to bring the colored train porter situation to a definite conclusion, and while, no doubt, some disputes will arise as to whether or not men have actually performed, or are required to perform brakemen's duties, it is our understanding that where they are required by the management to perform the duties outlined in Supplement No. 12 the instructions will be complied with.

However, the entire colored train porter situation has been investigated and laid before the Director General personally, and we believe a satisfactory determination will be made by him in a very short time.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E-38-21-A

January 14, 1920.

Mr. A. Johnson, Acting Chairman,
A. G. S. R.R. Porters Committee,
12 East 14th St.,
Chattanooga, Tenn.

Dear Sir:

Referring to your letter of the 6th inst., relative to the colored train porter situation on the Alabama Great Southern Railroad.

As stated to you in my letter of December 1st, this question was laid before the Director General and it is being given consideration by him, and we have every reason to hope that a decision will be made in a few days.

Very truly yours,

H. P. Daugherty

Assistant Director.

ll/az

E-38-11-A

February 13, 1920.

Mr. A. Johnson, Acting Chairman,
Porters' Committee,
12 East 14th St.,
Chattanooga, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of the 6th inst., relative to back pay and increase for colored train porters.

For your information I am enclosing a copy of Supplement No. 26 to General Order No. 27, which grants an increase to colored train porters, effective November 1st, 1919.

The question of back pay under Supplement No. 12 is still being considered by the Director General's office, and we are unable to say just when a determination will be made of it.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1201

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED 1ST FLOOR

148850

190W LN 27 BLUE

CHATTANOOGA TENN 1205PM AUG 31 1920

DIRECTOR GENERAL US R R'S

AUG 31 1920

100

SMITH WHALEY BUILDING WASHINGTON DC

PLEASE INFORM ME AS TO WHAT ARRANGEMENTS HAVE BEEN MADE TO SETTLE WITH PORTERS ON THE A G S R R UNDER DIRECTOR GENERALS ORDER 12

A JOHNSON

317PM

Office of Director General of Railroads

AUG 31 1920

September 2,1920

E-38-11-A

Mr. Geo. R. Loyall,Asst. Vice President,
Southern Railway System,
Washington,D.C.

Dear Sir:

I am enclosing herewith file of correspondence containing numerous letters in connection with the claims of porters on the Alabama Great Southern RR for back pay under Supplement 12 to General Order 27.

In looking over the Division of Labor file I fail to find any record of the question ever having been submitted to the officers of the railroad and I am, therefore, sending all papers to you with request that you investigate and advise with return of papers whether there is back pay due these colored employees for services during period of Federal control.

Yours truly,

4-AR

September 2,1920

E-38-11-A

Mr. A. Johnson,
12 E. 14th St.,
Chattanooga, Tenn.

Dear Sir:

Your telegram of August 31st addressed to the Director General of Railroads, asking for status of back pay claims from porters employed on the Alabama Great Southern RR in connection with Supplement 12 to General Order 27,has been received.

In reply will state that I am today writing railroad officers for additional information and will advise you later upon receipt of same what disposition will be made of the claim.

Yours truly,

4-AR

E 381-a

Chattanooga Tenn
Sept. 6 - 20

LABOR

Mr. N. J. Horrahan
Staff Officer U.S.R.R.
Administration
Washington D.C.

SEP 8 1920

SEP 8 1920

Dear Sir,
Yours of 2d in reply to
my Telegram of Aug. 31st
received today.
In reply I must say that
we are glad that you
are handling our Case.
I am holding a Letter
from Mr. H. P. Daughty
dated in 1919 stating
that our proof that

we performed Brakeman
duty according to Sup.
#12 and that we
would be paid.
I will show your letter
to my Train Master
tomorrow, and to get him
to do his duty.
hoping for a favorable
reply

I am Yours Truly
A. Johnson
acting Chairman
Porters Committee, A.G.S.R.R.
#12-E-14 St. Chattanooga
Tenn.

147194

174194

CITY MEAT MARKET

SEITZ BROS. & COMPANY, PROPRIETORS

(SUCCESSORS TO WILL WIDMAN)

MAGNOLIA, MISS., 8-3-20

Director Gen. of Railroads
AUG 5 1920

Director Gen. of Railroads,
Washington, D.C.

Dear Sir:-

I feel I am entitled to come back time from Jan. 1st to Sept 1- 1918 under Interpretation #12. which granted clerks back time for one time.

I worked at McComb, Miss as timekeeper for the I.C. and they claim I am entitled to nothing. But I also worked for the I.C. at Moncomah Penn. up to June 1st this year and I saw some checks the clerks got for overtime for same period I am claiming mine and I feel it is a direct discrimination to pay clerks at one point and not at another.

I resigned from the R.R. June 1st and I knew no other way to find out about this other

CITY MEAT MARKET

SEITZ BROS. & COMPANY, PROPRIETORS

(SUCCESSORS TO WILL WIDMAN)

MAGNOLIA, MISS.,

Thank writing you.
Thanking you very kindly
In advance, I am,
Very Respt Yours
G B Seitz

August 17,1920

E-3811-a

Mr. G. B. Seitz,
Magnolia, Miss.

Dear Sir:

This will acknowledge your letter of August 3rd relative to some back pay which you believe to be due you from January 1st to September 1,1918 under Interpretation #12.

In reply will state from the information contained in your letter I am unable to determine whether or not you have received all that is due you.

During the period of Federal control certain orders were issued outlining method of submitting grievances. Some time after March 1st, subsequent to the return of the railroads to their owners, the Director General issued notice that claims for payment of moneys due during the period of Federal control would be received up to July 1st. This time limit was later extended to July 15th. Your claim bears date of August 3rd, 16 days after the time limit set by the Director General for receipt of claims.

Yours truly,

AR

148452

Jen

CITY MEAT MARKET

Office of Director General of Railroads

SEITZ BROS. & COMPANY, PROPRIETORS

(SUCCESSORS TO WILL WIDMAN)

MAGNOLIA, MISS., 8-21-20

AUG 25 19

LABOR

AUG 25 1920

Mr J. Barton Payne Director Gen of R.R.
Washington, D. C.

Dear Sir:-

In reply to yours of 17th in reply to mine of Aug 3rd in regard to my claim for back pay.

I beg to say I put in a claim a claim at the M. M. office at McComb, Miss. some time in May of this year but was unable to get any satisfaction as he claims there is nothing due.

The time I claim is as follows:- For Sundays, Holidays, and overtime for time I worked over eight hrs. during the period from Jan 1, 1918 to Sept 1. 1918.

I worked nine and ten hrs per day during this period and most every Sunday and did'nt get payed for any of it while the clerks at

CITY MEAT MARKET

SEITZ BROS. & COMPANY, PROPRIETORS

(SUCCESSORS TO WILL WIDMAN)

MAGNOLIA, MISS.,

Noncomnah, Tenn. did get payed for the very time I claime. For I was at Noncomnah at the time they received their back pay.

Hoping you can determine from the information I am giving you whether or not I am entitled to more back pay, thanking you very kindly, I beg to remain,

Very truly yours

G. B. Seitz

September 11,1920

E-38-11-A

Mr. G. B. Seitz,
Magnolia, Miss.

Dear Sir:

This will acknowledge receipt of your letter of August 21st, addressed to the Director General, with further reference to some back pay which you believe to be due you.

As advised you in my letter of August 17th this claim was received too late to be investigated by the Director General.

Yours truly,

AR

G. S. Laiss,
Staff Officer.

B-38-11-A
June 10, 1920.

Mr. P. E. Crowley, Vice President,
New York Central Railroad,
New York City.

Dear Sir:

I am enclosing herewith typewritten copy of a communication addressed to the Director General of Railroads under date of May 28th, signed by five employes of your road, who, it would appear, are located in the District Master Car Builder's Office at Englewood, Illinois.

In order that it may be determined whether or not the Director General is in any way obligated to adjust the claims presented by these men, may I not request that you have their complaint investigated and advise me as promptly as possible with regard to the facts in the case? At the same time I should like to have you investigate as to whether their claims should be allowed.

Very truly yours,

4/ax

G. S. Lane,
Staff Officer.

B-38-11-A
June 18, 1920.

Mr. Miles Gillett,
c/o District Master Car Builder's Office,
New York Central Railroad,
Englewood, Illinois.

Dear Sir:

This will acknowledge receipt of communication from yourself and four other employes on the New York Central Railroad with regard to back pay claimed to be due you from that road.

I will investigate this matter as promptly as possible, and as soon as investigation is completed will communicate with you further.

Very truly yours,

A/ax

THE NEW YORK CENTRAL RAILROAD COMPANY

P. E. CROWLEY
VICE PRESIDENT

R. D. STARBUCK
ASS'T VICE PRESIDENT

GRAND CENTRAL TERMINAL

NEW YORK, July 19th, 1920.

E-38-11-A

Mr. C. S. Lake,
Staff Officer,
Washington, D. C.

Dear Sir:-

Referring to your letter of June 10th File E-38-11-A in connection with claim for back pay for certain employees located in the District Master Car Builder's Office at Englewood, Illinois.

This matter was investigated by the General Manager and after a thorough investigation it was decided that their claim was just and arrangements have been made to pay them the time claimed.

I will advise you later as to the amount involved.

Yours truly,

P E Crowley

THE NEW YORK CENTRAL RAILROAD COMPANY

P. E. CROWLEY
VICE PRESIDENT

R. D. STARBUCK
ASS'T VICE PRESIDENT

GRAND CENTRAL TERMINAL

NEW YORK, August 23, 1920.

LABOR

Aug 25

E-38-11-A

Mr. C. S. Lake,
Staff Officer,
Washington, D. C.

Dear Sir:-

Referring to our letter of July 19, in connection with yours of June 10, file E-38-11-A, concerning the claim for back pay for certain employees in the District Master Car Builder's office at Englewood, Ill.

The amount of back pay involved in the adjustment for these clerks is $386.28, and covers period January 1, 1918 to and including August 31, 1918.

Yours truly,

P E Crowley

B-38-11-A
September 30, 1920.

Mr. P. E. Crowley, Vice President,
New York Central Railroad,
Grand Central Terminal, New York City.

Dear Sir:

This will acknowledge receipt of your letter of August 23rd addressed to Mr. Lane, replying to his letter of July 19th concerning the claim for back pay for certain employes in the District Master Car Builder's office at Englewood, Illinois.

I understand from your letter of August 23rd adjustment in the amount of $336.28 has been made.

Very truly yours,

S/as

SIXTY-SIXTH CONGRESS.

JAMES W. GOOD, IOWA, CHAIRMAN.
CHARLES R. DAVIS, MINN.
WILLIAM S. VARE, PA.
JOSEPH G. CANNON, ILL.
C. BASCOM SLEMP, VA.
WILLIAM R. WOOD, IND.
LOUIS C. CRAMTON, MICH.
EDWARD H. WASON, N. H.
WALTER W. MAGEE, N. Y.
GEORGE H. TINKHAM, MASS.
BURTON L. FRENCH, IDAHO.
MILTON W. SHREVE, PA.
CHARLES F. OGDEN, KY.

JOSEPH W. BYRNS, TENN.
THOMAS UPTON SISSON, MISS.
JAMES MC ANDREWS, ILL.
JOHN M. EVANS, MONT.
JOHN J. EAGAN, N. J.
JAMES P. BUCHANAN, TEX.
JAMES A. GALLIVAN, MASS.
JAMES F. BYRNES, S. C.

MARCELLUS C. SHEILD, CLERK.

Committee on Appropriations
House of Representatives
Washington, D. C.

Nashville, Tennessee.
September 27, 1920.

U. S. Railroad Administration,
Washington, D. C.

Dear Sirs:

I enclose a statement signed by James Walker and others, who state that while they on the rolls as Porters with the Louisville and Nashville R. R. and also with the Nashville, Chattanooga and St. Louis R. R., they performed the services of Brakeman when these railroads were taken over by the Government. Please have their claim for back pay given your very earnest consideration and advise me.

Yours very truly,

Joseph W. Byrns

Acx receipt and advise that the question of paying Brakemen rates to Porters because of their claims that they performed some duties classified as that of a brakeman is under consideration by the Div of Law and that we expect the question will be finally disposed of as soon as practical by that Division of the Director.

Nashville, Tenn.
1112 Cedar St.,
Sept. 16, 1920.

Congressman Joseph W. Burns,
National Capitol,
Washington, D. C.

My dear Congressman Burns:

We wish to advise you that when the Government took over the railroads, we performed the duties of brakemen although we were employed as porters (Order 27, supplement 16). We have not, sir, up to date, received pay as brakemen. I refer to the L. & N., N. C. & St. L. R. R. as we are employed by these roads. Now, sir, we wish to know if the Government will give us the back pay to which we are entitled while performing duties as passenger train brakemen during the Government ownership of railroads. Please give us this information at your earliest convenience and accept our thanks in advance for this favor.

Porters N C & St. L R.R. Respectfully submitted, Porters L & N RR

C. L. Brake
Ed Ready
Joe Price
Burt Hopson
Will Smith
Ed Cartwright
L. Buchanan

James Walker
Mark McGuire
Robt Baker

October 15, 1920.

6-38-11-a

My dear Congressman:

This will acknowledge your letter of September 27th enclosing statement signed by James Walker and others who state that while on the rolls of the Louisville & Nashville Railroad as porters, and also with the Nashville, Chattanooga & Tennessee Railroad, they performed the services of brakemen when these railroad were taken over by the Government.

In reply, I beg to advise that the question of paying brakeman's rates to porters because of their claim that they perform some duties classified as that of brakeman is under the consideration of the Division of Law, and it is our expectation that the question will be finally disposed of as soon as practicable by that Division of the United States Railroad Administration.

Very truly yours,

S-BF

Hon. Joseph W. Byrns, M.C.
Washington, D.C.

International Brotherhood of Firemen and Oilers

TIMOTHY HEALY - International Pres.
211 E. 45th St., New York, N. Y.

J. W. MORTON - 1st Vice-President
156 W. Washington St., Chicago, Ill.

A. A. WOODWARD - 2d Vice-President
761 Markham St., Toronto, Canada.

L. F. SPROUSE - - 3d Vice-President
69 Twenty-second St., Wheeling, W. Va.

ROBERT W. BEATTIE, 4th Vice-President
Labor Temple, Pittsburgh, Pa.

OFFICE OF

TRAVELING REPRESENTATIVE

JOS. P. FLANAGAN - 5th Vice-President
75 Lawn St., Roxbury, Mass.

H. W. WENDELE - 6th Vice-President
Marysville, Kansas

C. J. JOHNSON - - 7th Vice-President
611 A Ave. West, Cedar Rapids, Iowa

J. E. THORNTON - 8th Vice-President
1234 42d St., Norfolk, Va.

JAMES COULSTING, - 9th Vice-President
159 Joice Street, San Francisco, Cal.

C. L. SHAMP - Int'l Secretary-Treasurer
3611 No. 24th St., Omaha, Neb.

Affiliated with
American Federation of Labor

608 Federal Street,

Richmond, Va.

August 28, 1920.

Mr. Brice Clagett, Asst. To The Director General,

United States Railrod Administration,

Washington, D. C.

Dear Sir:

I am calling to your attention a grievance which has been taken up with the Local Committee of our organization, but being unable to reach any adjustment, same has been turned over to me for further action which I have made personal investigation with every official who has the authority to act or to assist in taking actions in the bringing about adjustment or to comply with Supplement No. 7, and interpretation thereto which our grievances are based upon.

The following employees envolved in this grievance are located at the Hermitage Shop, Richmond, Virginia:

Engine Watchman

Engine Wiper

Fire Builder

Ash Pit Men

Boiler Washer Helper

Flue Borers

Coal Passers

Coal Chute men, etc.

are being paid 37 cents per hour, and they are contending that they should be paid from September 1, 1918 to August 1, 1920, 43 cents per hour which is accordance with Article No. 5 (a) of Supplement No. 7, and Article No. 3 of Interpretation No. 1 to Supplement No. 7.

Terminal - Portsmouth, Virginia, S. A. L. R. R.

Engine Watchman

Engine Wiper

Fire Builder

Ash Pit men

Boiler Washer helper

Flue Borers

Coal Passers

Coal Chute men, etc.

are being paid 31 cents per hour when they should be paid 43 cents per hour in accordance with Supplement No. 7 - 5 (a).

All other shop and round house laborers who come under Article No. 5 - (b) of Supplement No. 7, are receiving 28 cents per hour, and they should receive 40 cents per hour from September 1, 1918 to August 1, 1920.

Terminal - Norlina, N. C. S. A. L. R.R.

Engine Watchman

Engine Wiper

Fire Builder

Ash Pit men

Boiler Washer Helper

Flue Borers

Coal Passers

Coal Chute men, etc.

are being paid 31 cents per hour, and they should receive 43 cents per hour from September 1, 1918 to August 1, 1920.

Terminal - Hamlet, N. C. - S. A. L. R. R.

Engine Watchman

Engine Wiper

Fire Builder

Ash Pit men

Boiler Washer helper

Flue Borer

Coal Passers

Coal Chute men, etc.

are being paid 31 cents per hour, and they should be paid 43 cents per hour from September 1, 1918 to August 1, 1920, which is in accordance with Article No. 5 (a) of Supplement No. 7.

All other shop and round house laborers who come under Article No. 5 (b) of Supplement No. 7, are receiving 28 cents per hour - when they should receive 40 cents per hour from September 1, 1918 to August 1, 1920.

Terminal - Monroe, N. C. - S. A. L. R. R.

Engine Watchman

Engine Wiper

Fire Builder

Boiler Washer helper

Ash Pit men

Flue Borers

Coal Passers

Coal Chute men, etc.

are being paid 31 cents per hour, and they should be paid 43 cents

per hour from September 1, 1918 to August 1, 1920.

All other round house laborers who come under Article No. 5 (b) of Supplement No. 7, are receiving 28 cents per hour when they should receive 40 cents per hour from September 1, 1918 to August 1, 1920.

Terminal - Andrews, S. C. - S. A. L. R. R.

Engine Watchman

Engine Wiper

Boiler Washer helper

Fire Builder

Ash Pit men

Flue borers

Coal passers

Coal chute men, etc.

are being paid 31 cents per hour, when they should be paid 43 cents per hour from September 1, 1918 to August 1, 1920, which is in accordance with Article No. 5 (a) of Supplement No. 7.

All other shop and round house laborers who come under Article No. 5 (b) of Supplement No. 7, are receiving 28 cents per hour when they should receive 40 cents per hour from September 1, 1918 to August 1, 1920.

Terminal - Charleston, S. C. - S. A. L. R. R.

Engine Watchman

Engine Wiper

Fire Builder

Boiler Washer helper

Flue Borers

Ash Pit men

Coal Passer

Coal Chute men, etc.

are being paid 31 cents per hour, and they should be paid 43 cents per hour from September 1, 1918 to August 1, 1920, which in accordance with Article No. 5 (a) of Supplement No. 7.

All other shop and round house laborers who come under

Article No. 5 (b) of Supplement No. 7, are receiving 28 cents per hour, when they should receive 40 cents per hour from September 1, 1918 to August 1, 1920.

Article No. 5 - (a) is as follows:

"For all laborers employed in and around shops, roundhouses, stations, storehouses, and warehouses (except employees provided for in harbor awards), such as engine watchmen and wipers, fire builders, ash-pit men, boiler washer helpers, flue borers, truckers, stowers, shippers, coal passers, coal-chute men, etc., who were on January 1, 1918, prior to the application of General Order No. 27, receiving less than 19 cents per hour, establish a basic minimum rate of 19 cents per hour, and to this basic minimum rate, and all hourly rates of 19 cents and above, add 12 cents per hour, establishing a minimum rate of 31 cents per hour, provided that the maximum shall not exceed 43 cents per hour."

"(b) For all common labor in the departments herein referred to and not otherwise provided for, who were on January 1, 1918, prior to the application of General Order No. 27, receiving less than 16 cents per hour, establish a basic minimum rate of 16 cents per hour, and to this basic minimum rate and all hourly rates of 16 cents and above, add 12 cents per hour, establishing a minimum rate of 28 cents per hour, provided that the maximum shall not exceed 40 cents per hour."

Interpretation No. 1 To Supplement No. 7 To General Order No. 27 -

Example (a):

"Employees coming under the provisions of Article No. 3, 4, and 5 of Supplement No. 7, to General Order No. 27, on a 10 hour basis, rate $2.50 per day; one-eighth of 250 equals 31.25 cents per hour, adding the increase of 12 cents produces a rate of 43.25 cents under Article No. 3 and 4. Under Article 5 - (a), the rate would revert to the maximum of 43 cents; under Article 5 - (b), the rate would revert to the maximum of 40 cents".

I trust that the above information relative to our grievances will be carefully looked into by you and that Supplement No. 7 to General Order No. 27, and Interpretation No. 1 to Supplement No. 7 will be complied with.

Very truly yours,

Gideon Goldsberry

P. S. As you will note, the above rates that are paid now were effective January 1, 1918, in accordance with Supplement No. 7, to General Order No. 27.

G.B.

September 1,1920

E-38-11a
Goldsbery

Mr. M. J. Caples, Vice President,
Seaboard Air Lines Railway,
Norfolk,Va.

Dear Sir:

I am enclosing herewith communication received from Mr. Gideon Goldsbery (colored) representing certain classes of employees on the S. A. L. Ry. coming under Article V of Supplement 7 to General Order 27 from which you will note that the claim is made that wage orders have not been fully applied.

In order that it may be determined whether there is any obligation devolving upon the Director General for period of Federal control I will be greatly obliged if you will have this matter investigated at points mentioned and advise me what the rates were paid the different employees mentioned at the different points and whether they were on an hourly or daily basis, number of hours worked, etc., prior to the application of General Order 27; also information as to their classification and rating under General Order 27 and Supplement 7; also any additional information that you care to furnish showing position of the Management in connection with the claim presented.

Yours truly,

4-AR

September 1,1920

Mr. Gideon Goldsbery,
608 Federal St.,
Richmond, Va.

Dear Sir:

This will acknowledge receipt of your letter of August 28th addressed to Mr. Brice Clagett, formerly Assistant to the Director General and pertaining to rates of pay for various classes of employees of the Seaboard Air Line RR coming under the provisions of Article V of Supplement 7 to General Order 27 which communication was handed to me by you today.

I am forwarding a copy of your communication to the chief operating officer of the S. A. L. RR with request that he furnish me with complete information as to the rates paid different classes of employees mentioned prior to the application of General Order 27 as well as their classification under General Order 27 and supplement 7.

Upon receipt of the Management's explanation I shall be able to determine whether the employees have been properly classified and paid or whether there is back pay due them at which time you will be advised.

Yours truly,

4-AR

SEABOARD AIR LINE RAILWAY COMPANY

M. J. CAPLES,
VICE-PRESIDENT.

NORFOLK, VA., September 8, 1920-f.

C-

LABOR
SEP 9 1920

E 38-1-a

Mr. W. J. Harahan,
Staff Officer, U.S.R.R.A.,
Washington, D. C.

Dear Sir:-

I have your letter of the 1st instant, enclosing communication from Gideon Goldebery (colored) representing certain classes of employees on the Seaboard coming under Article V of Supplement 7 to General Order 27, in which it is claimed that wage orders have not been fully applied.

The matter will receive prompt attention, and I will let you have the information requested just as early as practicable.

Yours truly,

M J Caples

Vice President.

SEABOARD AIR LINE RAILWAY COMPANY

M. J. CAPLES.
VICE-PRESIDENT.

NORFOLK, VA., October 6,1920-f.

2214- E.

OCT 11 1920

E-38-11-a

Mr. W. J. Harahan,
Staff Officer, U.S.RR. Admn.,
Washington, D. C.

Dear Sir:-

Referring to your letter of September 1st, and returning herewith papers regarding complaint of Gideon Goldsbery (col.) to the effect that certain classes of colored employees on the Seaboard have not received wages in accordance with recent wage orders.

The question raised is apparently based upon the belief that these men are not being properly paid under Supplement No.7 and Interpretation No. 1 thereof.

The latter interpretation provides that where certain roundhouse employees prior to the application of General Order No. 27 were paid on a basis of ten hours or more to constitute a day, they should, effective with Supplement No. 7, be paid the basic hourly rate of one-eighth of the wages received for ten hours service on January 1st, 1918, plus 12 cents per hour.

The position of this Company is that the men in question were not, prior to General Order No. 27, paid on the basis of ten hours or more to constitute a day, but were paid strictly on an hourly basis and, therefore, 12 cents should be added to the hourly rate in effect on January 1st, 1918, to arrive at the new hourly rate payable under Supplement No. 7.

Yours truly,

M J Caples

Vice President.

October 15, 1920.

E 38-11-a

Mr. Gideon Goldsbery,
608 Federal St.,
Richmond, Va.

Dear Sir:

Will you please refer to my letter of September 1st acknowledging yours of August 28th in regard to rates of pay for various classes of employes of the Seaboard Air Line Railroad coming under the provisions of Article V of Supplement 7 to General Order 27.

I have carefully investigated this claim and regret to advise that same cannot be sustained.

Very truly yours,

5-BP

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON October 13, 1920.

DIVISION OF LAW

JAMES C. DAVIS, GENERAL COUNSEL

LARUE BROWN, GENERAL SOLICITOR

115-2-H.

Was any formal decision based upon Procedure

MEMORANDUM FOR MR. HARAHAN

OCT 14 1920

E-38-11-a

In re train porter suits against the Seaboard Air Line R. R. -

I beg to hand you herewith copy of letter just received from Messrs. Randolph and Parker, Division Counsel for the Seaboard Air Line, containing a full history of how these claims were compromised.

James C. Davis.

General Solicitor.

Not in Encl of 2 of 6 - 6 - 5 - 7

each man a diff case

Doubtful law

SEABOARD AIR LINE RAILROAD

Atlanta, Ga., October 7, 1920.

115-2-D.

COPY

Mr. Victor Lamar Smith,
Regional Counsel, U.S.R.R.Administration,
Grant Building, Atlanta, Georgia.

Dear Sir:

In connection with the Train Porters suits instituted sometime since against the Railroad Administration, and with particular reference to the memorandum of Mr. LaRue Brown made by Mr. W.J.Harahan, dated September 10, 1920, a copy of which you have furnished us, we beg to advise as follows:

These suits have been settled and, with one exception, the agreed amount paid over to plaintiffs' Counsel. We note particularly the observation of Mr. Harahan, that the file indicates "a rather serious error on the part of the Seaboard Air Line attorneys at Atlanta." The error stated to exist being that the suits were settled upon a misapprehension as to the propriety of allowing to the Porters the 41 per cent increase referred to in General Order No. 27. In this connection we beg to advise that when the basis of settlement was tentatively agreed upon with plaintiffs' Counsel, we were under the impression, based upon information which had been furnished us, that these Porters were entitled to a 41 per cent. increase, regardless of whether or not they were entitled to Brakemens pay. Before any settlement was agreed upon, however, Mr. James F. Wright, General Solicitor of the Seaboard Air Line Railway Company, advised us on July 20, 1920, that while he had theretofore been under the impression that there had been no change in the pay of Train Porters since December 1, 1915, inquiry had revealed the fact that the average pay of Train Porters had been raised after that time.

We replied to that letter on July 22, 1920, to the effect that we too had been under the impression that General Order No. 27, if applied to Porters, would have resulted in an increase making the basis of pay $84.60, instead of $60.00 per month, and that although that complication had come into the tentative settlement, we felt satisfied that the matters should be settled and that an adjustment could not be made out of Court at a figure less than the tentative figures theretofore considered.

Mr. Wright replied on July 30 that Mr. Koplin would be in Atlanta during the first week in August to discuss these suits, and that the phase of the proposed settlement involving an increase of $24.60 per month under General Order No. 27 could then be brought to his attention. He further stated that while he was inclined to agree with our view that the difference with respect to this particular portion of the claims should not be permitted to disturb settlement upon the proposed basis, he wished us to obtain the views of Mr. Koplin and of yourself as Regional Counsel. When Mr. Koplin arrived in Atlanta we went

fully into the cases with him and he agreed with us that a settlement should be made upon the figures tentatively suggested. You will then recall that we went into the matter with you and that the proposed settlement was consummated. You will see, therefore, that while the tentative figures at which the various suits were to be settled were first suggested under a misapprehension as to the facts, the cases were later settled upon authority given and without any misapprehension on our part or on the part of the Railroad Administration as to the facts.

The cases were disposed of on the best basis possible, and no case involved the payment of more than 1/5 of the amount claimed in suit, and in some cases as low as $200.00, although the amount claimed was $3600.00.

Yours very truly,

(Sgd) Randolph & Parker,
Division Counsel.

-----MEMORANDUM-----

With Reference to the Proper Wages for Train Porters:

General Order No . 27, Article VI, provides:

"ARTICLE VI. — Colored Firemen, Trainmen and Switchmen. Effective June 1, 1918, colored men employed as firemen, trainmen and switchmen, shall be paid the same rates of wages as are paid white men in the same capacities. Back pay for period January 1, 1918 to May 31, 1918 will be based upon the increases provided in Article II of this order for such positions. Back payments will not apply to the further increased rate made effective by this article."

Colored train porters then claimed that under the provisions of this Article they were entitled to be paid the same as white trainmen. So much complaint was brought to the attention of the Administration that on December 2, 1918 Supplement No. 12 was issued, which attempted to define when train porters should be designated as passenger brakemen and flagmen and paid accordingly. When this supplement was issued, instead of quieting the controversy it rather intensified it, as train porters immediately claimed that they were doing the things which this circular provided they should do in order to entitle them to brakemen's wages.

It was the position of the railroads that Supplement No. 12 provided that the passenger brakemen's pay would only apply where such men were qualified and regularly required to perform the duties set forth in that supplement, that these train porters were not so qualified and were not regularly required to perform these duties, that if they did perform them it was only in emergency or as a help to the conductor, and that they were not responsible for their performance in the same sense that the conductor or flagman was; but that their principal duties were train porters' duties pure and simple, that is, keeping the cars clean, helping passengers on and off of the train, looking out for proper ventilation, and the other recognized duties of a train porter.

Brake

It was quite clear that where the train porter was the only man on the train who was throwing switches and doing brakemen's work that he should be paid brakeman's wages, and this was followed out and the wages so paid in accordance with Supplement No. 12.

It finally resolved itself down to the individual railroads denying that the porters were performing brakemen's duties, except as was shown in the paragraph next above this one, the porters contending that they were; so that in fact it meant that the Railroad Administration, acting upon the information they received from their people on the various

railroads, declined to pay them brakemen's wages based on Supplement No. 12. In other words, the Administration took the position that Supplement No. 12 did not apply to them in the stated case of facts generally shown.

The Railroad Administration, however, did recognize the fact that it was probable something ought to be done in the way of increased wages for these men, and after mature consideration, Director General Hines issued Supplement No. 26 under date of January 12, 1920, retroactive to November 1, 1919, providing for a $25.00 increase in the wages of these men, with a minimum rate of $85.00 per month. It was the understanding of the Director General that this disposed of the question, and in order to be fair about it he made it retroactive as thus designated.

It seems to me that the Administration has no further action to take, except in the case of these lawsuits which have been brought, and then whatever disposition the Law Department deems advisable to make in regard to them should be made.

Washington, D. C.
September 10, 1920.

September 10, 1920.

for Mr. LaRue Brown.

I am returning you herewith the file which I obtained from you at your office yesterday.

I notice in reading this file over, a rather serious error on the part of the Seaboard Air Line attorneys at Atlanta. They state in their letter of June 21st to Mr. Underwood that no increase was made in accordance with General Order No. 27 to the porters of the Seaboard Air Line, and they show that for three months the increase of 41% was made to them and at the end of that time withdrawn. They are in error in their conclusions.

As you will, perhaps, remember, the increased granted in Supplement No. 27 were to be added to the monthly rate of pay which the men received in December, 1915 and not to what they were being paid at the time of the issuance of General Order No. 27. These men received, in December, 1915, $40.00 per month; in accordance with Section (a) $20.00 was added to this amount making $60.00 per month. In the meantime their pay had been increased to $60.00 per month so it made no increase; but nevertheless the provisions of the supplement were carried out.

W. J. Harahan,

l/az

B-38-11-A
October 20, 1920.

Mr. James C. Davis,
General Solicitor, USRA.,
Washington, D. C.

My dear Mr. Davis:

I am in receipt of your letter of October 15th and I am glad to observe the manner in which these claims are compromised, which shows that the error to which I called attention was rectified before final settlement was made.

Very truly yours,

l/m

(CO P Y)

September 10, 1920.

Memorandum for Mr. LaRue Brown.

I am returning you herewith the file which I obtained from you at your office yesterday.

I notice in reading this file over, a rather serious error on the part of the Seaboard Air Line attorneys at Atlanta. They state in their letter of June 21st to Mr. Underwood that no increase was made in accordance with General Order No. 27 to the porters of the Seaboard Air Line, and they show that for three months the increase of 41% was made to them and at the end of that time withdrawn. They are in error in their conclusions.

As you will, perhaps, remember, the increases granted in Supplement No. 27 were to be added to the monthly rate of pay which the men received in December, 1915 and not to what they were being paid at the time of the issuance of General Order No. 27. These men received, in December, 1915, $40.00 per month; in accordance with Section (a) $20.00 was added to this amount making $60.00 per month. In the meantime their pay had been increased to $60.00 per month so it made no increase; but nevertheless the provisions of the supplement were carried out.

W. J. Harahan.

1/az

Form G-19

FILE NO.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SUBJECT:

MEMORANDUM MR. HARAHAN: November 5, 1920.

John Long, the Counsel for Train Porters came in to see me yesterday in an attempt to appear before Judge Payne.

I told him there was only one way to get his case before Judge Payne and that was to make a written submission which he has done and which I have accepted without prejudice to the rights of the Director General or the applicants.

I think you had better go over this carefully and make a brief presenting the position of the Administration in regard to this matter and we will then submit it to Judge Payne for a final decision.

E.M.A.

NOV 6 1920

Give memorandum copy of Brief I receive from Mr. Long and prepare one for me

Attached

November 20, 1920.

for Mr. Elvord:

I am returning herewith papers transmitted to me with your memorandum of November 5th, which has to do with the complaint received from John L. Long, Counsel for train porters, relative to the application of Supplement No. 12 to that class of employes.

Referring to Mr. Long's letter of November 4th attached, it is a fact that Mr. Long talked to me in regard to this matter, in which he stated it had been suggested that it be submitted to Board No. 1. I advised him that the case was not one which came within the jurisdiction of Board No . 1, principally because of the fact that if a case was made of it it would come under the provisions of Supplement No. 5 which deals with cases coming from employes which are not represented on the Boards.

The method prescribed in presenting such cases is precisely the same as that for cases going before the Boards, in the fact that the complaining side furnishes a statement of its case and a statement is obtained from the railroad showing its contentions. A decision is then made after a review of both sides of the case. No such case has ever been submitted by Mr. Long or any of the train porters' representatives.

On September 10th I wrote a memorandum as thethe facts in these cases, copy of which I attach hereto. I trust this may answer as the brief you referred to in your memorandum of November 5th.

Your attention is also called to the fact that this whole matter has been in the hands of the Legal Department for some time and they have made some settlements with some employes at Atlanta and other points, based upon the facts presented to them . In my opinion, any adjustments outside of the legal department would rather complicate matters unless the legal department is consulted. The cases are different as to the different individuals and the different railroads, and one presentation really cannot cover the situation.

l/as

Our B-88-11-A
Your 115-2-H
November 9, 1920.

Mr. James C. Davis,
General Solicitor, USRA,
Washington, D. C.

My dear Mr. Davis:

Referring to the attached papers.

While the amounts for which the settlements were made were probably all right, in view of the circumstances, yet I do not think the settlements should be made on the basis that this is back time payments because no back time was due them.

I feel also that Mr. Wright is correct in his suggestion that these should be handled on an individual basis and not go out and make a wholesale settlement of them.

Very truly yours,

l/as

103791 (1084)

AMERICAN RAILWAY EXPRESS CO.
DIVISION OF LABOR

Mr. L. Div L & N.

E 38-11-a

Bowling Green Ky

Mr. W. D. Stines

JUL 16 1919

Dear Sir

I write you this for information to find out whether or not are we considered under your supplement No 12.16.& 20 or not If we are considered under the head of said supplement we would like to know how it is we have been kept out of our raise as we have since there have been a general Raise given all the employes in Road service Except we train Porters & we have not received any Raise since Jan 1st 1918 and that was only a twenty dollar flat $20.00 which only makes us received a Rate of $55.00 per month which under the present condition of high cost of living we can not make a support for our family and Pay Room rent and Board at one end of our run. Since other roads have payed off there Porters and give them there Back time and we have not got any thing at all so we do hereby wish you would take the matter up at once

And investigate it and let us know by
Return Mail. ~~Sad~~ Since We have to help
Or Passengers load Express Handle
Baggage keep our coaches cleaned up While
Out on Road turn Water cranes for firemen
To take Water; Pack Hot Boxes Pick up
and set out cars Couple and uncouple
hose. And Where ever necessary we go
ahead and flag for protection of our train
And We have to ~~get~~ transfer U.S. mail from
One train to another here every morning before
We leave And We have not got no One to
Call us When ever we got to go out on our
trip as the call boy does not call us at
all; We just have to wake up the best we
Can So We are in need of our money
So if We are due it We would
Appreacatate your kindness To look after
This at Once and let us know as the
High cost of living is Way higher than our
salary and it is impossible for us to live
on present salary. Yours Obtge

D.M. Bibb 106 Cund. St.

103791

July 15, 1919.

Dear Sir:

I am acknowledging for the Director General your letter of the 11th inst., with regard to matter of rate of pay and back pay for train porters.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. D. M. Bibb,
106 Curd St.,
Bowling Green, Ky.

C.R.

July 18, 1919.

E-38-11-A

FILE

Mr. D. M. Bibb,
106 Gurd St.,
Bowling Green, Ky.

Dear Sir:

This will acknowledge receipt of your letter of July 11th with reference to wage order that will cover Train Porters. This will depend as to whether or not these train porters are rendering service as brakeman or not.

I attach hereto a copy of General Order No. 27, and Supplements Nos. 12 and 16.

Should however, any injustice in or misapplication of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

COPY

Yours truly,

Form G-77 7-AGH J. A. Franklin 2—8675

DIVISION OF LABOR.
JUL 24 1919

Bowling Green Ky
7/21/19

Mr. W. S. Carter
Dear Sir
In regards to my letter
which was forward you
By the Director General
of Railroads July 15. No
103791 in Regards to our
Salary which we are now
working on a Salary Basis
which is way down below
the high cost of living
which make it impossible
for us to make a living
support for our family and
Pay room rent and Board
at one end of our run
Performing the same list

of work of any Head ed
Brakeman up until April 23rd
they stop us from Standing
switches and flaging crossing
~~[illegible]~~ But we are yet
Standing Baggage Express
helping Passengers on and off
turning water cranes for the
Time was to take water keeping
our coaches clear Wheels out
on road Pack hot Boxes
Couple and uncouple hose
Pick up and set out cars
Draw oil and fill up and clean
the flagman markers and hand
lanterns and keep them in shape
for service But yet in still
our wages are held down to
Only $55.00/00 per month

Since Supplement No 12816
V20 to General Order No. 27
has been issue Roads all
arounds us have been paying
off there Porters But we
have not Recieved any Raise
since Jan 1st 1918 and that
just was $20.00 flat But
since there have been a
universal Raise all over
Railroad system Especially
We Train porters which
have not recieve any thing
at all So we would
be Glad for you to investigate
this at once and let us know
By return mail.
With many thanks
Your D. M. Bibb
106 Cord St.

July 28, 1919.

E-38-11-A

FILE

Mr. D. M. Bibb,
106 Curd St.,
Bowling Green, Ky.

Dear Sir:

This will acknowledge receipt of your letter of the 21st instant with further reference to wage order that will cover train porters.

If Supplement No. 12 to General Order No. 27 is not being complied with in your case and you cannot adjust in accordance with instructions contained in the last paragraph of my letter to you of July 18th, I wish you would give me full information as to the assignment of each of the porters who are rendering brakemen's duties, together with their names and details as to the services they perform, together with the names of the persons who instruct them to do so.

Yours truly,

J. A. Franklin

7-ac

COPY

Form G-77.

2—8075

Bowling Green E 38 11 A

DIVISION OF LABOR

Mr W. S Carter Dear Sir I a reply to your letter of July 18th Title no. E-38-11-A We Beg to acknowledge that we the undersigned who are employed in the Passenger Service do here by perform these duties Help Passengers On and off Handle Baggage Express Turn water Grease for fireman to take water. Pick up and set out cars. Couple and uncouple Hose. Pack Hot Boxes. Keep our Coach clear Miles out on the road Handle switches flag crossing up until April 23. 1919. And some later But before they stop us they call us and Examined us. And every one of us Pass O.K. So they can not say we are not qualified for our duties For we filled out the same form that any other trainman had to fill out so will appreciate your favor if you would take this matter up at once

Yours Oblige. D. M. Bibb 106 Burd St

Alex Gillum
Guy Boyd
Geo Green
Geo Owen
Laurence Jackson

Bowling Green Ky

E 38 11

DIVISION OF LABOR

7/29/19

Mr. W. S Carter

Dear Sir

Here is a correct statement What we Porters have to do and as we are not Working on a Salary Basis That We can ~~not~~ make a half Way living for our family and we have to pay just as much for our uniforms as any rest of the train crew and we have to Handle all kind of dirty Express just the same Since Jan 1st 1918 there has been a universal raise among all rail employers Except us and our Salary are kept down and as we have not from one to look to help us But But through you and the mercy of the Lord So if there was ever a time that a Person need help it is now for you can just suppose and figure it out how could you make a living for your family under Present high cost of living on such salary as we are now getting So we do hope and trust that you will reach out the strong hand of mercy and find out where cause we have been kept out of our money as we have and let us from By Return mail

Yours Sincerely

D. M. Bibb

106 Ward St

Bowling Green

Ky

Aug. 7, 1919.

E-38-11-A

FILE

Mr. D. M. Bibb,
106 Curd-st.,
Bowling Green, Ky.

Dear Sir:

This will acknowledge your letter of August second replying to mine of July 18th in regard to proper application of Supplement No. 12. This matter has now been turned over to the regional director for handling and I would suggest that you take up complaints with the regional director in your territory.

Yours truly,

J. A. Franklin

S-RB

COPY

Form G-77

2—8075

E-381-Ob
129543

1

DIVISION OF LABOR.

Owling Creek Ky
12/19/19

DEC 20 1919

Mr W. D. Stiles

Dear sir

DEC 22 1919

I am today mailing
Mr A. O. Wharton Reply
To his letter of the 4rst
It seem in his statement
in his letter we are trying
to come in under this
Pressent wage scale
That non Existing
But I do hereby beg
to say we only want
our wages to start where
they were left off

(2)

They Payed us Back
time up to Nov 15th 1918
five & half months) 5½ (mos
June 1 1918 To Nov 15th 1918
at rates of $120.00 per mon
But never did give us
any Increase I on we
want our Increase and
Back time from where
it was left off
For according to your
Supplements 20.3-6-8-12
16-20- and General Order
27. Which I have on file
in my Desk There is
not any use of peep

(3)

Or Mention it to
your administration
For you are well isform
all about it and under
your General Orders it
is due us and it is
our money that we
are being held out of
So now this is a
Questions and matter
of bisness I want to
ask you. Are you going
to let your Office which
you are now holding go
down in a shame and
Disgraceful Record

An stair That will
Be on Record While
your Body be sleeping
in The mother dust
Slow You have Treated
The Laboring Class
Of Colored Worker
Espeaicaly Colored
Train Porters. While
all The Rail Roads
Through out The Country
Paid off There Porters
As You Demanded Them
To do But Just 3 or 4
Non ton car You set
still until the four

Frate now all we ask is
to receive just like
the other Roads has
done there Frans Porters
Since we are entitled to
our money and I have
got all of the afore said
supplement filed away
and also a copy of every
letter I wrote you on
my desk for future
reference so now as
a final Request I do
hereby ask you to take
some step to grantee
our money

Since We can not
make a living on $100.00
per month When we are
Due $120.00 per month
Then We could take care
of our family and keep
up our Expense What
can we do working and
going in debt every
month. So I do hereby
ask you once more
to rendy this affair
and let me know at
once What you are
going to do As we
can not live on

(7)

Promises for We can
not Buy clothes nor
shoes or something to
Eat or Promises
so I will look for
a definital Reply
from you at once
I remain Yours Loyal
Servant

D M BIBB
BOWLING GREEN KY
106 Cand st

130980

DIVISION OF LABOR

JAN 2 1920

JAN 3 1920

Mr W.D S

Dear Sir

In Regards to your letter
of Dec 12 1919 number E38-20-
Signed by Mr S.F.
Daugherty Asst Director
Stenogher 20.11 A.3.
Stating that you have
information from the
Regional Director
Stating that W & LSN
Trains Porter are not
Handling Switches and
flaging Crossing and
performing no head End
duties. Only Wher-
Instructed By the conductor
in case of Emergance

Now I want to here by
state simply the nature
of such signature if any
has arisen against us) first
we ~~know~~ that we have not
been treated right from
the begining up to the
preasant time none of your
orders has not been complay
with First of all it were
your Busness As you were
The head of the administration
to look after such matter
as this now if you can not
Belive us Why dont you
send a man out from your
office to see what we are
doing I have heretofore
stated in my letter

Of the first to you
And also to
Mr. A. O. Wharton,
Which you and him both
has failed to answer
yet I would like to hear
from you at once and
know exactly what you
are going to do as we
have laid the matter so
plainly down before you
as there is not any room
for any hesitating over
the affair for our work
point out all we are
doing and under these
General Orders and
supplements which I
have on file in my
desk there is not any

Pick. For the Whole
Public Sentiment is toward
the Way we are treated
Through out this wage
scale not only held us
out of our money But
Doubled up crews on our
Accomadation Train
One train Porter follows
two crews for the same
Wages $55.00 per month
I say I know you has recieved
my letters and am to day
mailing our president
Mr Woodrow Wilson
Statement concerning
this affair of the way we
have been treated

So you we would
like for to know
whether you are going
to act on this matter
since you know all about
it this if you is not
we will know exactly
what step to take
I remain yours

D M BIBB
BOWLING GREEN KY
106 Cardell St

This is my last
Request to you. asking
for you to Remedy this
affair

E-38-11-a

E-38-25

Index

January 8

Mr. D. M. Bibb,
106 Curd St.,
Bowling Green, Ky.

Dear Sir:

Referring to your recent correspondence addressed to the Director General, and in which you referred to a letter signed by myself and addressed to Mr. George Greene, relative to the claim that passenger train porters on the Memphis line were not being properly compensated for duties performed as passenger brakemen.

As your name appears on Mr. Greene's letter as being in possession of switch key No. D-41150, I am attaching a copy of my reply to Mr. Greene in the investigation of his case, which will serve as an answer to your inquiry.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

(1)

142840

U S ARMY

Bowling Gree Ky
E 5 3 Pl 1-a

Mr. W. D. Stiles

Dear Sir

We are Writing you concerning our Back pay Which were held from us We Received Back pay from From Nov. 1. 1919. To Jan. 1. 1920. Which this were under order Supplement. 26. to General Order 27. Which this Order does not Cover the Entire period Which We are due. for We did not received any Raise nor Increase at all during the Year 1919 until Nov. 1. Then We Received the Rates of $85.00 per month Which We are now

MAY 10
DIVISION OF
MAY 10 1920

Drawing But according to
General Order. No. 27. and Supplement
There of and also Supplement. No. 2.
Which is direct from your Office
We are now Entitle to Back Pay
from. Jan. 1. 1919 to Nov. 1. 1919 Which
Period of Time We did not get any
Raise at all. When Every man and
woman that were working for the
Rail Road Administration of Federal
Government got and Increase and
Back pay according But us and we
only got a flat Raise of $20.00 in the
year. 1918. Which made us work
from. Jan. 1. 1918. to Nov. 1. 1919. on a
poor salary Basis of $55.00 and
under this Conditions It seems
Strange to say. That While We were
Working for the Government Just
as the rest. But yet we were
neglected and Steld out of our
money as we were When we were
Just as Loyal and faithful as any
working class But got the worse
treatment Just think That you
as Stead of the administration
of Rail Road affairs Would Stand to
see us Deprive out of our money

(3)

U S ARMY

In the Way we have been done
Doing the very same
work that were laid
down in your supplement
which we did not make
But were issued out by
the Government for to govern
wages conditions But we
have been solely deprived of
our Justice and Rights
under the high cost of living
and expenses we have to bear
while away from home But
yet working side by side
of war that getting twice our
wages and doing the same

Work Is that treating as Right
take Circular No 3. August 30/1918
and see Where we have not received
nothing Certain in it at all
nor it says. There must be
Cooperation not antagonism
Confidence not Suspicions; mutual
Helpfulness not Grudging
Performance Just Consideration not
~~No~~ Arbitrary disregard of each
Others rights and felling a fine
discipline based on mutual respect,
and Sympathy. Now has we
Received this. No. indeed not
and When Mr McAdoo make these
Laws he says they must be carried out
and in General Order 27. article 6.
States that ~~[illegible]~~ the same rates of
Wages for the Colored war as the
Whitemen Working in the same
Capacities But we fail to get it
In Supplement no 12. to General order 27
We were designated as Passenger
Brakemen and should get pay
accordingly Overtime Rule for Colored
Brakemen Shall be the same ~~as~~ ~~[illegible]~~

And under these
circumstances I would like
for you to investigate this
matter at once and let me
know what you are going
to do about it as I have
heretofore stated to you
I have all the supplement
and General orders to refer to
So I would like for you to take
it up at once. From Jan. 1. 1919
until Nov. 1. 1919. her months due
us. that when supplement 26.
takes affect. So I Remain

Yours. Oblige

D. M. Bibb

106 Cund St

142840

May 10th 1920.

Dear Sir:

This is to acknowledge receipt of your letter of the 8th instant, requesting to be advised if you are entitled to back pay for services as brakeman.

Your letter is being referred to the Division of Labor for attention.

Sincerely yours,

(Signed) M. E. O.

Mr. D. M. Bibb,
106 Curd Street,
Bowling Green, Ky.

EXHIBIT A

Office of Director General of Railroads

File E 38 11.
149-270

Bowling Green Ky
9/9/20

Mr. Barton Payne
Washington D.C.
Director General of R.R

Dear Sir

In reference to letter of May 10th 1920 File 20.142840 Signed By Mr. Brice Clagett Assistant Director General. I do here by beg to state to You Since he has referred it to the Division of Labor I have not heard a word of it since, But under General Order 27, Supplements 203-6-8 10-12.16-20 Which I have here in my hands There ~~[illegible]~~.

SEP 9 1920
LABOR

Demands Seem as ought to be
brought. With out going any
farther With it Since This
Bling a. Free and safe guarded
Government Circular. No. 3
Of Aug 30th 1918 Reads as follows
As set forth in General Order No 208
Issued: February 21. 1918,
It is the desire of the Director
General That harmonious relations
be maintained between the
Officials and Employes of all
Railroads under Federal
Control. "All for serve the
Government and the Public
Interest Only I Want the Officers
and Employes to get the spirit
of this new Era.

Supreme devotion to country
and invincible determination to
perform the imperative duties
of the hour while the life of the
nation is imperiled by war must
obliterate old animities and
make friends and comrades of
us all there must be cooperation
not antagonism confidence
not suspicion mutual helpfulness
not grudging performance just
consideration not arbitrary
disregard of each other rights
and feeling. Now I want to say
right from this chair
before I go any farther which
there is not any use of we
going any farther down on

This Circular 20.3. For This
were send out from the
Government administration
Singed By Mr W.G. Mcadoo
Now Since these Orders were
Issued out and singed By the
administration they became
a law. Now since they have
not been complyed With
Who are the violator We
Colored men did not make
them They were made by
men that suppose to up hold
the law and com wealth of
Each and every Individual
That were Working under
the Government administration
But yet in still we were

Serving Our Country
Just the same as the Boys
in France We are taking
Chances on our lives just as
~~the~~ any one else you since
We have perform our duty Why
not pay us just as the other
Roads payed they Colored
Employes. Are We not
Working under the same
Federal Government if there
are two division of Our
Goverment I Wish you
Would please state to me
Where I could find it for
I have not never been taught
But one Government And that
Rules. But here I find that

Some Ore in Trying to
make two parts are factions
of this administration
By some roads pay off there
men and some not, Now
as I am a Representive of
The Memphis Line Div of
The L & N.R.R For us Porters
Which I has been handling
this affair under Mr. Stiles
administration Which he
Promise to act upon it But
went out of Office Before
he finished it. Which he
furnished me With all
documents I have From
General Order 27. and all
Supplements there to.

Article 16 in General Order 27
Effective June 1 1918 Reads as
follows: Colored men employed
as firemen train men and
switchmen shall be paid the
same Rates of Wages as are
Paid White men in the
same capacities. Now we
this done, for Supplement
20.20. of April 22, 1919
Demands our rights Where
have we been treated so
Supplement 20/2. of Dec 2
1918, Which intent is to carry
out the above Article 20/6
Laid down our Duty
Which duties we are now and
have been performing all along

Now under this
heading The Government
does owes us lawful
and just money. Now if
all the others Roads working
Colored men in the same
capacities as we are and
have been working although
and Paid them. Why is it
we have not received ours
Now we are looking for the
Government to be just as
loyal to us as we are law
abiding citizens just as
they. Now only that we are
looking for the Government
to be as loyal to us as the
~~[illegible]~~ Private owners

(9)

They Give us a Raised
~~[illegible]~~ from May 1. 1920
Now are the Goverment
Going to have the disgrace
of beating us out of our
Money or demand it paid
As a Representive of M & S Div
Porters J Wait and Early
Reply from You
I remain Yours

D. M. Bibb
106 Curd St
Bowling Green
Ky

Representive of
Memphis Line Porters
Louisville & Nashville R.R

P. S.

If you desire I can furnished you statement of our salary we were drawing before Jan. 1. 1918 and after Jan. 1. 1918 up to the Preasant time including last raise we got which I spoken of in this letter

Your Obedt

R. M. Bibb

Representive of M. L. Div

S. P. T. R. R. Train Porters

143243

File, 20, 1, 2, 8, 4.

C 38

MAY 20 1920.

Bowling Green, Ky

5/16/20

Mr. Brice. Clagett. Asst. D.G.R.R

Dear Sir

Your letter of the 10th Instant Stateing that Requesting to Be advise if we are Entitled to Back Pay as Brakeman I do here by state to You We know we are Entitled to it accordingly to these Orders and Supplement there to, and if we are not We Just as well to say that this is one Sided act And I know one thing that the,

Government does not
stand for that.
And farther more this
matter has been before
the Division of Labor
for two years 72 hrs
And no Decision has not
been rendered. So now we
have been Waiting Patiently
for a Decision. But fail
to receive it So now we
taken the matter up
With Mr. W. D. Gines
and in his statement to me
he Promise to act upon it
at once But he fail to do it
So now since we has been
waiting this long and

And never has received
our money, But every
Class of labor has got
there money But us So
now We only ask you
To take the matter up and
Investigate it So we
here by notice in your
Correspondence seem as
if you are here by trying
to hold us back longer
Rather then to demand
it paid; for the Order
is laid down Direct from
your Office In these
Supplement Which I have
now on file on my Desk
Each and every One

Demands Our money
We did not make These
Wage scales They were
made and Issued out from
the Government and now
I have always conceded the
Idea or Rather I have been
taught That Where ever
There Were Orders Issued
~~by~~ Out By The Government
and any individual Party or
Parties. Corroborate against
said ruling is violations of
the law. Now What are
You going To do With
These Papers Which I have
here does You think I am
going to throw them
away

Why, no. I have
them filed away for
future reference!
And as you are the head
~~of~~ the administration
We are following the orders
in your supplement which
says take the matter up
with. So now we have laid
it plain before you.
So we are now looking
for an early settlement
of said claim since
the Roads has been turn
back to private owner.
and which all claims
is due to be settle before
they went back

(4)

And. For We are
looking to You To
adjust this ~~By~~ Claim
and let us know more
Definite Concerning this
affair So if We have to
carry the matter To
Higher authority We
must do so Be cause under
these General Orders and
Supplement I have there
is not any way ~~to~~ Defraud
us out of our money
for Each and every One
Demands it Over the
Circular Issued out ~~by~~
[redacted] ~~the~~ Aug 25th 30
Demands Equal Rights

7

Pertaining to this claim
we have non on hand
As Loyal Citizens we do
Spre by Ask You to straighten
this matter up at ord for
we need the money working
or low Salary Basis as we are
and under the strain of high
Cost of living going up as it is
So I am looking for and
Speadility Reply By return
mail, I remain Yours.

Sincerely

D. M. Bibb · Repts. M. L. Div
L & N

106 Cmd St
Bowling Green
Ky

143790

OFFICE OF DIRECTOR GENERAL OF LABOR ADS

DIVISION OF LABOR

Bay big. Gt. Bay

JUN. 1 1920

Mr. Bruce, Colagett

Dear Sir

In Regards to my letter of the 16th Inst I fail to received and reply. So I ~~to~~ now calling your attentions to same.

As we have been Pattelie with you concerning this affair which we have been loyal and Patri-ot.

But yet in still we have not been dealt with accordlying to laws layed down in your General order and Supplement which I have here on file on my desk. Now since we have been waiting on this wage commission for 2 years

And they never has
Reached a decision or as
as we have ever felt Since we
have the Papers demanded our
Money Supplement 20.12. and
Others contain there in and
if we had of not Been Loyal
Cool headed Citizens. And
I thought that You all as head
of the administration would
treat us the same we would
of done had our money for
all we would of had to done
just turn these Papers over
To Our Attorney and he
would of done got it for
us. For he has been after
us to turn them over to him
for he says he could take
these Papers and get every

Dollar of our money for us
He has got a foundation to
Start with. But I want to
Say as a Representative of
Said M. L. Div. I do not
Want to have to turn these
Papers over to so one for I
would like to settle this
Claim just as I have stated
to you. But if there is not
some thing doing in short I
am compel to take some
action on this So I think
that we have done our part
Why not you do yours and
every thing will work in
Harmony. But we are looking
for our Back pay as out
lined to you in my former
letters. So now we are

Looking for and Early
settlement As according to
These General orders Our money
were Issue out But why were
we curtailed Which these
Orders natural demands fair
and Impartial treatment
For the Gouvernment disigrated
us as Passenger Brakemen
And there is not any Ground
To get around giving us
our money as we has the
Papers to prove it So I
~~[illegible]~~ Will remain
Sincerely Yours
D. M. Bibb 106 Grand St
looking for an early reply

D M BIBB
B OWLING GREEN KY
106 Grand St

(1)

1[illegible]714

Hery

OCT 18 1920

D. W. Berg Greenty

10/23/20

Director General of R.R

Dear Sir.

Since I failed to Received any answer from my letter of the 9/9/20 in Regards to Letter of May 10th 1920 File No. 142840 Sign By Mr. Brice Blagett now Since We have got our Claim in Before July 15th There is not any Room for a complaint to arise form that for This letter of May 10th File number 142840 have the Way. So Why Should

OCT 18 1920

We fail to hear from
you when it is from
more than we are asking
for our Justice which
is Justly due us
now if we are not due
the money. Why should
the Government Issued
out those Supplements
and General Orders
which you from you
self we have all from
General Order 27. and
every Supplement there
to. Over the letter from
Mr W. D. Stives to Mr
A. O. Wharton. Chairman
Board Rail Road Wages and
Working Conditions

Also Circular No. 3.
Of August 30. 1918.
Now are you going to have
no say. and not only that
just think for one minute
a vast mistake some one
has made. Now. never in
the History before has it
Been Recorded Where Labors
had no Easter Law suit
against the Government
for to get Justice which
is due them. Now Just
look at the suits that is
Pending. Now does not this
shows up a awful bad
affair on this Preasant
administration

(4)

How can this Preasent
Administration ever can
Expect assistance from
the colored vote in its
critical conditions vote
and any other time on
the account of the way
they have been treated
Why should such
Important things like this
be over look in this
Preasent Campaign vote
It goes to show by the
way some has payed off
by force. That some
where there has been
a sad and very sad

Mistake in Dealing
With us Colored Labor
For we never have
received the amount
which these General
Orders says for us to
have and we know you
all are aware of the fact
and now says your
Limited of July 15th
When our complaint
has been in every since
We have been correspondence
with the Director General
W. D. Giles also our
letter of May 10th 1920
File number 142840 Wrote
and signed By

Mr Bruce Blagett
They say our claim
does not exceed the
time limited. Where
you prove now that
we are due some
consideration and
now we does not get
it it through By you
as you are the proper
one to act upon it We
are going to take the
matter up with our
President Mr Woodrow
Wilson and also our
Congressman and see
if we can not get the
matter investigated

For this is a matter
of Important not only
in Civilian life But
in Polictal affairs
For if these Laws were
not extended to be
Conformed they sure
ought to bee Estabilish
that may in the
Con-nescenest ther
we would of seen at
the start What was
What. But General
Order No 27. State When
ever Colored man
Employed in the same
Capicities as White man
he shall Be payed

The same Rate of pay
But west of the River
~~[illegible]~~ of Memphis where
Roads Run we do payed
there Colored men just
as the General Orders
say pay But yet is
still we only got
five months 1918) 5½
which we ought of
got all were due us and
that was only set some
of $365.00/00 and one or two
got a little more and
mark on a poor salary
of $55.00/00 per month up
until Nov 1 1919 when

They Raise us to $85.00/00
When we all were working
under Federal Control
Roads just the same as
the ones which did pay
off 200 then does not
this need to be
Investigated and I fully
Believe Mr Wilson will
not suffer for such as
this to go unheeded under
his administration We do
not feel as he would
have such as this
Recorded against his
most Honorable Office
To have it to say he
did not all to us.

Getting our money
and not only that but
Banish the disaster of
what has happen on some
of the Roads. Just the
thought of this our Loyal
Government has the name
of being in lawsuit to
get honest and just
money what a shame
that will go down on
Record which never has
Been before nor are you
going to suffer such as
this or will you Refrain
I remain your loyal
Servant D M Bibb
106 Grd St. Dept N J
train Porter

October 27, 1920.
File E-38-11-A

Mr. D. M. Bibb,
106 Curd St.,
Bowling Green, Ky.

Dear Sir:

This will acknowledge your letter of October 13, in regard to the claim of train porters relative to the application of Supplement No. 12 to their positions.

In reply, beg to advise that this is a matter that is now in the hands of the Legal Department for investigation and disposition.

Very truly yours,

5-eow

Director General of Railroads

This letter is duplicated in our file

Hannah

DEC 1 1920

151964

Bonner G-C 38-11 Sy

11/29/20

Mr W. J. Sparhar

Dear Sir

In ~~reply~~ Regards to your letter of October 27th/1920 Stating our Claim was in the hands of Legal Department for investigation Yet we have not heard from you Concerning this affair since.

So Please advise us at Once the details of this Department decision on this special Claim as is winding up Pressant Business affair for Year

The Preasant Board makeing
out their report Which
Eenery thing must be
Tabulated Before the sept
Cabinet meets. For under these
Letters files and dates Which
Our Money is due us and
according to these Letters
I have on file proves it.
So will close
Looking for and Early
Reply from you
Yours Truly
D. M. Bibb
Old address; 106. Cord. St
Preasant address
845. Slope. St
Bowling. Green. Ky.

150665

LAW OFFICES
LECKIE, COX AND SHERIER
A. E. L. LECKIE
JOSEPH W. COX
JOSEPH T. SHERIER
PAUL A. SHERIER
CABLE ADDRESS "LECOTZ"
TELEPHONE MAIN 1420

SOUTHERN BUILDING
WASHINGTON, D.C.

October 15, 1920.

OCT 16 1920

United States Railroad Administration,
Washington, D.C.

Gentlemen:-

In the matter of the claim of the colored train porters of the Southern Railroad for extra compensation under Supplement 12 to General Order No. 27, you are advised that I represent Young Boxdale, a porter on the Charlotte Division.

Very truly yours,

Joseph T. Sherier

JTS/r

151382

Director General Of Railroads.
File No,530905,
Washington D.C.

Montgomery Ala,
Oct ,19th 1920.

NOV 8 19

Dear Sir;-

We the undersign Trainmen of the Louisville & Nashvilles Rail -Road Company , Regret very much that we are compel to invade your office on a matter of this Kind,

Whereas; we have suffered such injustice and has been Discrimations by the Failure of those in Aurthority, to see that the right Wage Scales be applied to Colored Trainmen as stipulated by the Government,s. Wage Board. While the Railroads was own and Operated by the Government.

Whereas according to article Six of General Order((27) Twenty Seven Ste in this manner , that Colored Engine Men Trainmen & Switchmen .and Passanger Train Emplyee,s would receive the same pay as that of Wh -ite, men that perform the smae class of Work,

NOV 8

Whereas ; Supplement (12) Proscribes the Duties of Colored Trainmen &/ in Passanger Train service, thease Men Formaly Called Porters, Duties as Proscribed in this Order as Follows;-

To open and. close Switches, to inspect Trains while standing, for safety of Train Movemen t,to couple and. uncouple Hose,and Chain attachement thereof, to gave hand and Lamp Signatial, in addition to that we handle Bagage, and assist Passa- angers, and announce Stations,

Whereas ; the Above Rules,and Regularlation,of the Goverment has been violed- that was due each and every man, we as Colored Emplyees,has not been Paid accoringly, to the Rules of the Goverment, and we Humbley ask that you take this matter up at once,and gave us the required consideration,that will cause us to be paid back time,that is rightfully due. us.

We as Colored Eplyees has prove to be loyal to Our Jobs and we have try ied to to do our full Duty in every respect and. have did more then the rules required us to do feeling. that we should gave the Company our Cooperation, that they would repay us. back for our service therefore you as the Proper Official to adjust this matter we apply to you as this is agrievience to us all feeling that we had not been treated fairly, and that you was the Proper one to have this matter brought before we sincerely hope and. trust that you will gave us a careful consideration and. prove to us.that you will do what is fair and. square to us as Your Emplye . es.we feel that you will gave us justuice in this matter.

Please reply to E.Davie #703.S Holt St.Montgomery. Ala.

We anxiously awaiting your earliest reply. and decision

We Beg to Remain

Sign by the Colored Emplyees. Yours respectifuly.

As Follows.

E Prevell Davie	Samuel Johnson
	John Springfield
Burl Williams	R B Robinson
Joe Seawright	Oscar Venson
Reuben May	John Henry Williams
	Frank Wilson
	Kirk Multrey
	Jim Smith
John Howard	Leonard Johnson

November 12, 1920.

E 38-11-a

Mr. Eprevel Davie,
c/o Louisville & Nashville Railroad,
Montgomery, Alabama.

Dear Sir:

This will acknowledge letter of October 19, signed by yourself and various other Trainmen of the Louisville & Nashville Railroad.

In reply, beg to advise that the situation set forth in your letter is now in the hands of the Legal Department of the Railroad Administration for further handling.

Very truly yours,

S-eow

115175

Muskogee, Oklahoma, Sept. 9, 1919.

Hon. Walker D. Hines,
Administrator U.S. Railways,
Washington,
D.C.,

E-38-11-2

Sir:-- Have been a porter on the Midland Valley Railroad running in the passenger service between Muskogee, Oklahoma, and Tulsa, Oklahoma. No back pay has been made me for said services between June 1, 1918, and June 1, 1919, except $227.00. During the period for which back pay is claimed I performed what is known as "head-end" work thus doing the services of a brakeman until May 7, 1919. For much of the time there was no other brakeman on my trains. Wish you would make investigation thru proper officials and advise me if I am entitled to more back pay.

Very truly,

W. M. Johnson,
#311 W. 3rd Blvd,
Muskogee, Oklahoma.

Office of
DIRECTOR GENERAL
OF RAILROADS

115175

September 16, 1919.

Dear Sir:

Permit me to acknowledge for the Director General your letter of the 9th inst. in reference to some additional back pay which you feel to be due you by the Midland Valley Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. O.

Mr. W. M. Johnson,
#311 W. So. S. Blvd.,
Muskogee, Oklahoma.

Y*W

E-38-11-A

September 18, 1919

FILE

Mr. W. M. Johnson,
311 W. So. S. Blvd.,
Muskogee, Oklahoma.

Dear Sir:

Referring to your letter of Sept. 9th addressed to Mr. W. D. Hines, Director General, which was referred to the Division of Labor in which you state you performed "head-end" work in connection with your duties as a porter in the employ of the Midland Valley Railroad and received the sum of $227 as back pay and requesting that an investigation be made as to whether you are entitled to more back pay:

If you feel that you have not been properly treated under the wage order I would suggest that you endeavor to adjust the matter personally with your immediate superior officer of the railroad and failing a personal settlement that the matter be handled through your organization if you belong to an association of railroad employees. If you do not belong to an employees' organization then I would suggest that a joint statement of facts be prepared, giving the contention of both sides, in accordance with the provisions of Supplement No. 6 to General Order 27, copy attached, such statement to be signed by employees or their representatives as well as by the railroad officials and forwarded to the Division of Labor when the matter will be taken up promptly for adjustment.

COPY

Yours truly,

Form G-77. 2—8075

H. P. Daugherty

Assistant Director.

11-AR

MUSKOGEE, OKLAHOMA

114895

Sept. 9, 1919.

Hon. Walker D. Hines,
Administrator U.S.Railways,
Washington,
D.C.,

E-38-11-a

Sir:-- Have been a porter on the Midland Valley Railroad running in the passenger service between Muskogee, Oklahoma, and Ft. Smith, Arkansas, for a considerable period of time. No back pay has been received for services performed between June 1, 1918, and June 1, 1919. During this period I did what is known as "head-end" work thus performing the services of a brakeman. For much of the time there was no brakeman on the train at all. I was paid on claim for back pay only the sum of $301.00. I feel myself entitled to more back pay and wish you to have the matter investigated through proper officers.

Very truly,
G. W. Tollett
530 So. 4th St.
Muskogee, Oklahoma.

DIVISION OF LABOR.
SEP 16 1919

OFFICE OF DIRECTOR GENERAL OF RAILROADS

114895

September 16, 1919.

Dear Sir:

This will acknowledge receipt of your letter of the 9th inst. addressed to the Director General in reference to additional back pay which you feel to be due you by the Midland Valley Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. G. W. Tollett,
#530 South 4th Street,
Muskogee, Oklahoma.

Y*W

E-38-11-A

September 18, 1919

Mr. G. W. Tollett,
530 So. 4th St.,
Muskogee, Okal.

Dear Sir:

Referring to your letter of Sept. 9th last, addressed to Mr. W. D. Hines, Director General, which was referred to the Division of Labor in which you state you were paid $301.00 as back pay by the Midland Valley Railroad and feel that you are entitled to more back pay and asking that the matter be investigated:

If you feel that you have not been properly treated under the wage order I would suggest that you endeavor to adjust the matter personally with your immediate superior officer of the railroad and failing a personal settlement that the matter be handled through your organization if you belong to an association of railroad employees. If you do not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared, giving the contentions of both sides, in accordance with the provisions of Supplement No. 6 to General Order 27, copy attached, such statement to be signed by employees or other representatives, as well as by the railroad officials and forwarded to the Division of Labor when the matter will be taken up promptly for adjustment.

Yours truly,

H. F. Daugherty

Form G-77.

Assistant Director.

11-AR

MUSKOGEE, OKLAHOMA

Sept. 9, 1919.

115169

Hon. Walker D. Hines,
Administrator U.S. Railways,
Washington,
D.C.,

E-38-11-a

Sir:-- Have been a porter on the Midland Valley Railroad running in the passenger service between Muskogee, Oklahoma, and Wichitta, Kan. and Muskogee, Oklahoma, and Ft. Smith, Ark. No back pay has been allowed me for services between June 1, 1918 and June 1, 1919, during which time I served in the capacity of "head-end" brakeman while doing my other duties. Much of the time there was no other brakeman on the train. My services as "head-end" brakeman continued to May 7, 1919. Wish you would investigate and advise me through proper officers if I am entitled to back pay.

Very truly,
Jaudy Mitchell.
#563 S. 5th St.,
Muskogee, Oklahoma.

SEP 16 1919
DIVISION OF LABOR.
OFFICE OF DIRECTOR GENERAL OF RAILROADS

16

115169

September 16, 1919.

Dear Sir:

This will acknowledge receipt of your letter of the 9th inst. addressed to the Director General in reference to some back pay which you feel to be due you by the Midland Valley Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Sandy Mitchell,
#563 South 5th Street,
Muskogee, Oklahoma.

C*W

E-38-11-A

September 18, 1919

Mr. Sandy Mitchell,
563 S. 5th St.,
Muskogee, Oklahoma.

Dear Sir:

Referring to your letter of Sept. 9th last, addressed to Mr. Walker D. Hines, Director General, relative to back pay which you feel to be due you by the Midland Valley Railroad while serving in the capacity of "head-end" brakeman in connection with your duties as porter:

If you feel that you have not been properly treated under the wage order I would suggest that you endeavor to adjust the matter personally with your immediate superior officer of the railroad and failing a personal settlement that the matter be handled through your organization if you belong to an association of railroad employees. If you do not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order 27, copy attached, such statement to be signed by employees or other representatives as well as by the railroad officials and forwarded to the Division of Labor when the matter will be taken up promptly for adjustment.

Yours truly,

E. H. Dougherty

Form G-77.

Assistant Director.

11-AR

COPY

MUSKOGEE, OKLAHOMA

Sept. 9, 1919.

115173

E-38-11-a

Hon. Walker D. Hines,
Administrator U.S. Railways,
Washington,
D.C.,

Sir:-- Have been a porter on the Midland Valley Railroad running in the passenger service between Muskogee, Oklahoma, and Wichitta, Kansas. No back pay has been allowed me for services from June 1, 1918, to June 1, 1919, during which time I served as brakeman in doing what is known as head-end work until May 7, 1919. Nothing has been paid me for back services whatever. For much of the time there was no other brakeman on my trains. Wish you would investigate and advise me thru proper officers if I am entitled to back pay for the services rendered.

Very truly,

Jasper Jones.
559 S. 5th St.
#

Muskogee, Oklahoma.

SEP 16 1919
DIVISION OF LABOR.

OFFICE OF DIRECTOR GENERAL OF RAILROADS

115173

September 16, 1919.

Dear Sir:

This will acknowledge receipt of your letter of the 9th inst. addressed to the Director General in reference to some back pay which you feel to be due you by the Midland Valley Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Jasper Jones,
#559 South 5th Street,
Muskogee, Oklahoma.

C*W

E-38-11-A

September 18, 1919

Mr. Jasper Jones,
559 S. 5th St.,
Muskogee, Oklahoma.

Dear Sir:

Referring to your letter of Sept. 9th addressed to Mr. W. D. Hines, Director General, which was referred to the Division of Labor in which you mention that you served as a brakeman in performing what is known as "head-end" work on the Midland Valley Railroad and that you have not received any back back and requesting that investigation be made as to whether you are entitled to same:

If you feel that you have not been properly treated under the wage order I would suggest that you endeavor to adjust the matter personally with your immediate superior officer of the railroad and failing a personal settlement that the matter be handled through your organization if you belong to an association of railroad employees. If you do not belong to an employees' organization then I would suggest that a joint statement of facts be prepared setting forth both sides of the case in accordance with the provisions of Supplement No. 5 to General Order 27, copy attached, such statement to be signed by employees or their representatives as well as by the railroad officials and forwarded to the Division of Labor when the matter will be taken up promptly for adjustment.

Yours truly,

Form G-77.

H. P. Daugherty

Assistant Director.

11-AR

MUSKOGEE, OKLAHOMA

Sept. 9, 1919.

115170

Hon. Walker D. Hines,,
Administrator U.S. Railways,
Washington,,
D.C.

E-38-11-a

Sir:-- I have been a porter on the Midland Valley RailRoad running in passenger service from Muskogee,, Oklahoma,, to Ft. Smith,, Ark. and from Muskogee, Oklahoma,, to Tulsa,, Oklahoma, for a considerable period of time. Nothing has been paid me by way of back pay for services between June 1, 1918, and June 1,, 1919, except $152.00. During the period for which back pay is claimed I did what is known as "head-end" work thus performing the services of a brakeman until May 7,, 1919. A portion of the time was covered without any brakeman at all.

Wish you would make investigation through proper officers and advise me if I am entitled to back pay which seems to me entirely proper.

Very truly,

Isaac Owens,
#312½ So. 2nd St.,
Muskogee,, Okla.

DIVISION OF LABOR
SEP 16 1919
OFFICE OF DIRECTOR GENERAL OF RAILROADS

115170

September 16, 1919.

Dear Sir:

This will acknowledge receipt of your letter of the 9th inst. addressed to the Director General in reference to additional back pay which you feel to be due you by the Midland Valley Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Isaac Owens,
#312½ South 2nd. Street,
Muskogee, Oklahoma.

C*W

E-38-11-A

September 18,1919

FILE

Mr. Isaac Owens,
312½ So. 2nd St.,
Muskogee, Okla.

Dear Sir:

Referring to your letter of Sept. 9th last, addressed to Mr. W. D. Hines, Director General, which was referred to the Division of Labor in which you state your performed what is known as "head-end" work thus performing the services of a brakeman in the employ of the Midland Valley Railroad and that you received as back pay the sum of $154.00 and requesting that investigation be made as to whether you are not entitled to more back pay:

If you feel that you have not been properly treated under the wage order I would suggest that you endeavor to adjust the matter personally with your immediate superior officer of the railroad and failing a personal settlement that the matter be handled through your organization if you belong to an association of railroad employees. If you do not belong to an employees' organization then I would suggest that a joint statement of facts be prepared setting forth both sides of the case in accordance with the provisions of Supplement No. 6 to General Order 27, copy attached, such statement to be signed by employees or their representatives as well as by the railroad officials and fowarded to the Division of Labor when the matter will be taken up promptly for adjustment.

Yours truly,

Form G-77. 2-8015

H. P. Daugherty

Assistant Director.

11-AR

115322

Inter-State Association of Negro Trainmen

Of America.

E-38-11-a

OFFICERS.

SANDY S. ESLINGER,
1st Vice-President
N. Div. Frisco Lines
Wichita, Kansas

RICHARD A. BUFORD,
General Secretary
C. R. I. & P., Oklahoma City, Ok.
E. B. ROBINSON, Assistant

ALFRED H. BOOTH,
General Treasurer
Ind. Ter. Div.

ETHELBERT T. BARBOUR,
General Counselor
El Reno, Okla.

CHAIRMEN COMMITTEES

Organization—J. W. McCREE
Resolutions—PINK H. FANT
Supervision—W. E. GRAYSON

TO BE NAMED

Joint Working Plan
Co-operative Agreement
Plan System Federation

Representative—JOHN B. PORTER

4

EXECUTIVE COMMITTEE

T. W. DRIVER, Ark. Div.
B. S. VINSON; Okla-Tex. Div.
J. W. McCREE, I. & G. N.
WILLIAM MARSHALL,
Cotton Belt
JAMES POLLARD,
M. K. & T., Texas
EUGENE BUTLER, Santa Fe
J. W. WASHINGTON, L. & A.
KING CONNERS, N. M.
GEORGE W. LOVE,
Secretary
Mo. P., Poplar Bluff, Mo.

DIVISION OF L
DIRECTOR GENERAL
OF RAILROADS

Ft. Worth, Texas, Sept. 11th, 1919

To: Mr. Walker D. Hines, Director Gen.
of Railroads and Chairman of Board
of Divisions.
From
Gentlemen:

SEP 18 1919

SEP 18 1919

We, the so called, Porters of the RioGrand Division of the Frisco, desire to call your attention to the following conditions, to-wit: The officials of this division have failed to comply with supliment twelve and general order, twenty-seven. On all the other division of the Frisco System the so called Porters have been ~~the~~ paid the rate of pay and back time as fixed by the Board. This matter has been called to the attention of the officials of this division time and time again but they fail to take any action. They are still paying us $71. per month, which makes it almost imposible for us to live. We are hereby requesting that you see that the orders of your Board are immediatly and strictly enforced.

Please Expedite this matter
same J. A. Allen.
1811 Galveston Ave
Ft. Worth Tex

Respectfully Submitted,

Oscar Wilburn
J. A. Allen.
A. A. Harvey.
J. Springfield
W. J. Johnson

115322

September 18, 1919.

Dear Sir:

In behalf of the Director General, permit me to acknowledge your letter of September 11th, regarding the wages of train porters employed by the Frisco Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. E. C.

Mr. J. A. Allen,
1211 Galveston Ave.,
Fort Worth, Texas.

Y.R.

Inter-State Association of Negro Trainmen

Of America.

OFFICERS.

C. [redacted]

SANDY S. ESLINGER,
1st Vice-President
N. Div. Frisco Lines
Wichita, Kansas

RICHARD A. BUFORD,
General Secretary
C. R. I. & P., Oklahoma City, Ok.
E. B. ROBINSON, Assistant

ALFRED H. BOOTH,
General Treasurer
Ind. Ter. Div.

ETHELBERT T. BARBOUR,
General Counselor
El Reno, Okla.

CHAIRMEN COMMITTEES

Organization—J. W. McCREE
Resolutions—PINK H. FANT
Supervision—W. E. GRAYSON
Representative—JOHN B. PORTER

TO BE NAMED

Joint Working Plan
Co-operative Agreement
Plan System Federation

EXECUTIVE COMMITTEE

T. W. DRIVER, Ark. Div.
B. S. VINSON; Okla-Tex. Div.
J. W. McCREE, I. & G. N.
WILLIAM MARSHALL,
Cotton Belt
JAMES POLLARD,
M. K. & T., Texas
EUGENE BUTLER, Santa Fe
J. W. WASHINGTON, L. & A.
KING CONNERS, N. M.
GEORGE W. LOVE,
Secretary
Mo. P., Poplar Bluff, Mo.

Ft. Worth, Texas, Sept. 11th, 1919.

E-38-11-a

To: Mr. Walker D. Hines, Director Gen.
of Railroads and Chairman of Board
of Divisions.

From

Gentlemen:

We, the so called, Porters of the RioGrand Division of the Frisco, desire to call your attention to the following conditions, to-wit: The officials of this division have failed to comply with supliment twelve and general order, twenty-seven. On all the other division of the Frisco System the so called Porters have been ~~the~~ paid the rate of pay and back time as fixed by the Board. This matter has been called to the attention of the officals of this division time and time again but they fail to ~~tak~~ take ~~any action~~. They are still paying us $71. per month, ~~which~~ makes it almost imposible for us to live. We are ~~hereby requesting~~ hereby requesting that you see that the orders of your Board are ~~immediatly and~~ immediatly and strictly enforced.

Please Frisco Mr. The same J.A. Allen 12-11 Galveston, Ave Ft Worth Tex

Respectfully Submitted,

Oscar Wilburn

A. Lahaney

B. Springfield

W. Johnson

J. A. Allen

September 22, 1919.

E-38-11-4

Mr. J. A. Allen,
1211 Galveston Ave.,
Fort Worth, Texas.

Dear Sir:

This will acknowledge receipt of your letter of September 11th addressed to the Director General and referred to this Division for reply, with reference to the failure of the St. L.- S. F. Railroad to apply Supplement No. 12 on the Rio Grand Division. I attach hereto a copy of the Supplement for your information and if any injustice in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

If you are unable to adjust as above please give me information with regard to each person who has failed to receive the benefits of the wage order, information as to what run he has operated on, length of time he has been performing such duties, and the names of the officers or employees who have instructed him to perform such duties.

FILE COPY

Form G-77

Yours truly,

J. A. FRANKLIN

7-mj

S. B.
1219

LEWIS W. FAIRCHILD, NATIONAL PRESIDENT
J. O. McDONALD, NATIONAL SECRETARY
G. T. UPSHAW, NATIONAL TREASURER

Protective Order of Railroad Trainmen

In America

Grand P.O.R.T.I.A. Council

General Offices: Poplar Bluff, Missouri

OFFICE OF DIRECTOR GENERAL OF RAILROADS

Poplar Bluff, Mo. August 23. 1919.

File No. 216. LW/Jom.

E-38-11-a

DIVISION OF LABOR.
AUG 27 1919

United States Railroad
Administration, Mr. W.D.Hines,
Director General of Railroads:
Washington District of Columbia.

Dear Sir;*

The annexed pages contain statements and a petition, which comes with a view of haveing matters adjusted for employes known as (Train Porters) but whose duties is that of brakemen. Please give the subject matter attention and advise what will be done relative to its adjustment, as same would be quite a relief to the employes named.

Please mail your advise to the General Office of the Protective Order of Railroad Trainmen. 405 Vine St, Poplar Bluff Mo. Lewis W Fairchild, National President.

Yours respectfully.

Lewis W Fairchild
President.

Poplar Bluff Missouri.
August 23. 1 9 1 9.

-: P E T I T I O N :-

United States Railroad
Administration; Mr. Walker D. Hines,
Director General of Railroads
Washington. District of Columbia.

Dear Sir;-

On behalf of Train Porter the several branch lines located in the Southwestern Region, comes this petition, which is being directed through the Executive Council of the Protective Order of Railroad Trainmen. We, the Officers and Members of the above named order, after having made several appeals to subordinate officers of the Railroad Administration for a correct interpretation of Supplement No.12. to General Order No.27. now find it necessary to refer same to the Director General of Railroads for his intelligent consideration. For your information we will say that we are having a deal of trouble with our membership in the way of consolating them while we can get a just determination of the subject matter, therefore, an immediate reply is necessary and will be appreciated, you may notice the following.

I.

Refering to supplement #12. which plainly states the empolyes in a passenger train crew, except conductor, baggageman and collector, qualified and regularly required to perform the following essential duties shall be designated as brakemen of flagmen and paid accordingly. The supplement further outlined and defined a few of the duties, such as opening and closeing switches, useing hand and lamp signals for the protection and safe movement of trains, coupling and uncoupling cars and engines, and the hose and chain appratus thereof.

2.

Employes in whose defence this petition comes are regularly required to perform these duties, or have been up to the date of interpretation of supplement No.12. then they were ordered to discontinure such service and were not paid for the previous service rendered in that capasity, and in many cases are still required to perform such duties in a a case of emergincey which happens daily. As we see it such orders are only issued to ofset the general wage order, yet the employes are performing practicly the same service with no increase in pay what-ever, we ask that you look into this matter for us and have these injustices eliminated, we hold that our services are just as much essential now as ever, we have always performed these services intelligently and satisfactorly until the issuance of supplement #12. which only provided that we be paid for same. We have earnestly and faithfully served the Government dureing the period of its controle of railroads, and as American Citizens we feel that we will receive just and due consideration.

-: S T A T E M E N T S :-

The following statements have been received from members of our order throughout the Southwestern Region:

Southern Railway. (Not in Southwestern Region)

St. Louis Missouri. July 12th. 1919.

Mr. Lewis W Fairchild.
President, P.O.of R.T
Poplar Bluff Missouri.

Dear Sir;-

I. have a grievence to explain to you for investigation for me, I wish you to take this matter up with the wage committee and see what you can get out of it for us, I received orders July 10th. 1919. that I need not throw any more switches if I did not want to but it was left to me if I felt like doing so and it was alright with the train crew I could do so but there was nothing said in regards to the pay I would receive for this work. We have not received any increase as yet and it looks as though we wont I am refering this matter to you for advice along this line,it is now left to me if I want to at the same rate of pay previously paid me. I will let you hear from me after the next pay wheather we receive any increase or not. I were in Louisville Ky.last saterday to see the Superintendant in regards to this pay and I heard the Train Master tell one Train Porter that that they would not pay him the increase because he was hired as a porter and not a brakeman, so he is going to have his case refered to legal authorites, I instructed him to wait until you could investigatethe matter. I will try and give you more details next week.

Yours truly.
Nelson Fields.
Local No.5. P.O.of R.T.
2934 Clark Ave;

We have not been able to receive any definate information for Mr. Fields as yet, and he have not received any increase, he still have his switch key.

Missouri Pacific Railroad.

Little Rock Ark. Aug.5th.1919.

Mr. Lewis W Fairchild.
Poplar Bluff Missouri.

Dear Sir;- This comes to say that I now find myself unable to visit you as I hoped to do, so I am now encloseing you a copy of a letter received from Mr.T.A.Shea. conserning overtime due me on the run 17-18. between Little Rock and Hot Springs. Which I hope to hear from you at once as to wheather you think that you can do anything in my favor or not. However,please let me know at once, just what to depend on.

Now this time is an avorage of 2 housr and 35 minutes per day when on time, which of course varies from time to time. After all it will avorage that much. So you can see that they are with-holding from me time actually made. I await your reply,

A.C.Crockett.

Mr. Crockett was advised to remain quiet until these matters could be intelligently adjusted. A portion of his letter as quoted to me, was as follows, With refference to your letter addressed to General Superintendant Brooks, with refference to over-time, due you on trains 17-18. between Little Rock and Hot Springs, train porters on this run are not to be allowed over-time.

Yours truly.
T.A.Shea. Supt.

Gurdon Ark. Aug 9th.1919.

Mr. Lewis W Fairchild.
President, P.O.of R.T.

Dear Sir;-

I have been working on the Gurdon and Womble branch every since June 1918. up until the preasent time, and have not received any back pay or over-time yet. I wish you would take the matter up for me and see why I cant get my pay let me hear from you by return mail.

Yours truly .
P.N.Stucky.

Mr. Stucky was informed that it would take time to have this matter adjusted, and that we believed that all would receive due consideration in time.

We also have statements from various other sources on the Missouri Pacific System each claiming that they are not being paid any more than the previous rate but are still working in the same capasity The porters on the Arkansas division are being paid a standard monthly rate straight time, while supplement No,16. provides for milage, this is the only Division on the System that varies from the provision of the wage order, on main lines, the other divisions are complying in accordiance with the language of the wage orders therefore, the porters on this division are receiving less than on the other divisions and are performing the same service, which is a discrimination in wages of employes of the same class. We have taken the matter up with the officials but we can get no definate results, however, the management has same under consideration. We thought it well to include it in this general petition as it have been sometime since we filed for information and have no reply.

Frisco System.

The following letter was forwarded to our office for consideration by the train porters employed on the Hope and Hugo branch of the Frisco System,.

Hugo Oklahoma. June 1st.1919.

Train Porters,
Jack Brooks,
W.M.Tyrus,
Chas Roe,
Henry Thomas,
Joe Austin,
John Olson,
Murry Hill,
Julius Hill.

Effective at once,you are instructed to confine your work to strictly porter's work, and your pay will be porter's pay, and not the pay of a brakeman.

You must not handle switches, give signals or hostle engines or draw supplies for brakemen, but you should confine your work strictly to looking after the sanitary condition of the coaches, the lighting and heating of same, assisting passengers in getting on and off the trains and guarding the opening.

Acknowledge receipt.
J.W.Claiborne.
Ass't Supt.

Upon receipt of this letter we taken same up with Mr, Claiborne relative to pay for the time previously made by these porters while acting in the capasity of brakemen, which was one year prior to his instructions. My reply from him was that he had investigated same

with higher authorites, and was directed to say that these porters was not now required to perform brakemen services, and would not be paid for the service previously performed by them as such. We received a telegraph message from local No,8 at Hugo Oklahoma stateing that these porters were getting a little impatient and that it would be necessary to get information for them in the very near future .

Texas and Pacific.

We have taken the matter up with the Management of the Texas and Pacific Railroad relative to a compliance with the provision of supplement No,12 to General order No. 27. Some time ago we received information that same would receive attention in the near future, but to this writing we have not heard further, the porters on the main line of the Texas and Pacific are performing the duties of brakmen but are being paid as porters, the porters on the Transcontinental division have been ordered not to do any more brakemen work, none of them have received any considerat ion as yet.

We submit these matters to you as it now seems that no definate understanding can be obtained in any of these matters. It seems that there have been a missinterpretation of supplement No. 12. to General Order No. 27. on the Southwestern Region, as all local officers seem to find protection in the several discriminations now being made. Following the language of supplement No.12. the duties of employes heretoclassed as train porters would not be curtailed, it was thoroughly understood by the board of wage and working conditions, that all so-called train porters employed on southern lines have always heretofore performed the duties of a brakeman and the porters work in addition, while their recomendation only designated one rate for these employes, which was that of a brakeman, we are thoroughly satisfied with the rate paid brakemen for this double service, but it seems that it is a propersition to receive what we have been allowed. Hreetofore we have filled the requirement in States that require two brakemen on passenger trains therefore it seems that the only motive for discontinuring these duties on the part of train porters is to prevent them from receiving the rate of pay designated for them. We ask a further interpretation of supplement No. 12. and in event that an interpretation show that such action can be taken, then we ask for an increase in wages for all branch lines effected by this discrimination.

An immediate answer will be appreciated.

Yours respectfully.

Lewis W. Fairchild
President, P.O. of R.T.

File 217.
Office 405. Vine St,
Poplar Bluff Missouri.

E-38-11-A

August 28,1919

Mr. Lewis W. Fairchild,
President, P.O. of RR T.,
Poplar Bluff,Mo.

Dear Sir:

This will acknowledge receipt of your letter of August 23rd with reference to failure of certain roads to apply Supplement No.12.

I note from your letter that the matter has been handled with the subordinate officers of the organization. Have you ever had it up with the Federal Manager of the road on which the men were employed? If you have handled in this way and received no satisfaction then give me the assigned run of each man during the time pay under Supplement No.12 is claimed together with a resume of the duties he executed during that time which it is felt should bring them brakeman's compensation and the names of the men who instructed them to perform such services.

Yours truly,

J. A. Franklin

7-AR

FILE COPY

Form G-77

2—6675

LEWIS W. FAIRCHILD,
NATIONAL PRESIDENT

J. O. McDONALD,
NATIONAL SECRETARY

G. T. UPSHAW,
NATIONAL TREASURER

Protective Order of Railroad Trainmen

In America

E-38-11-a

Grand P.O.R.T.I.A. INSTITUTED 1915 Council

General Offices: Poplar Bluff, Missouri

Poplar Bluff, Mo., September. 18 19 19.

SEP 23 1919
DIVISION OF LABOR.

United States Railroad Administration,
Mr. W.S.Carter, Director,Division of
Labor: Washington D.C.

Dear Sir;-

Refering to our petition filed with you August 23.1919 relative to back pay for train porters employed on the Frisco System, Arkinda Sub-Division; we desire to state, that we have fully complied with instructions relative to having same investigated by Officials of that System, with no tangible results, we are encloseing you two copies of letters received, one from the Ass't Superintendent, and one from Federal Manager, which speaks for themselves.

We hold that the work done by these employes in the capasity of brakemen should be paid for, as they were required to perform this service by their Superintendent up to June 1st, when it was found that they were to be paid then he eleminated such duties and refused to pay them for the full year that they had previously labored in said capasity, still they have their switch keys and are required to perform the work of brakemen in case of emergency which happens daily. Please look into this matter and advise what we may expect.

Yours for efficient service.

Lewis W. Fairchild President.

LW/JOM: File 216.
Address P.O.Box 243. Poplar Bluff Missouri.

Hugo, Okla Aug 9th, 1919.

826- 14,

Lewis W. Fairchild,
President, PO of RT:
Popular Bluff, Ark:

Have your letter July 5th. Under our instructions back pay is not allowed only such porters as are hereafter designated as passenger brakemen.

Under this instruction, if train porters continued as such and paid porter rates because of not being regularly required to perform any or all of the duties of a brakeman, such porter is not entitled to any back pay whatever.

J W Claiborne
Ass't Superintendent.

JWC:S

LEWIS W. FAIRCHILD,
NATIONAL PRESIDENT

J. O. McDONALD,
NATIONAL SECRETARY

G. T. UPSHAW,
NATIONAL TREASURER

Protective Order of Railroad Trainmen
In America

Grand P.O.R.T.I.A. INSTITUTED 1915 Council

General Offices: Poplar Bluff, Missouri

Poplar Bluff, Mo., _____ 19____

Copy.

Southwestern Region, Frisco System.

September 4, 1919.

-1107-

Mr. Lewis W Fairchild,
National President, Protective Order of
Railroad Trainmen in America,
Poplar Bluff Missouri.

Dear Sir:

Answering your letter of September 1st. relative to back pay and increased wages claimed by train porters employed on the Arkinda Sub-Division.

The instructions issued by Assistant Superintendent Claiborne are directly in line with a ruling of Regional Director Bush, and no back pay or increased wages are due any train porters, unless they are now classified as passenger train brakemen or flagmen.

It is not the intention of supplement No. 12 to increase the salaries of all train porters so that they will eaqual brakemen's wages, unless they are called upon to do brakemen's work, it being, of course, understood that the porters are not relieved of the responsibility of flaging in case of emergency.

The instructions which we have received from the Director, Division of Operation, and Regional Director, are very clear in stating that where train porters are required to limit their duties to strictly porter's work, they are not entitled to the brakemen's rate, nor are they entitled to any back pay for work done prior to June 1. 1919.

Signed:

J.S.Pyeatt.
Federal Manager.

September 26, 1919.

E-38-11-A

FILE

Mr. Lewis W. Fairchild,
P. O. Box 243
Poplar Bluff, Missouri.

Dear Sir:

This will acknowledge receipt of your letter of September 18th with regard to the rate of pay Train Porters should receive for services rendered as Trainmen.

Mr. Pyeatt's letter of September 4th, copy of which you sent me, does not give you an answer as to the possibility of compensation accruing for trainmen's service performed up to the time it was discontinued.

I wish you would again take up with him that particular phase of the claim which may have established you in the matter of consideration.

Very truly yours,

7-AGH.

COPY

E.A. FRANKLIN

Form G-77.

E-381-R

111936

Greenwood Miss
Aug 26th 19

Mr Walter D Hines
Washington D. C.

Dear Sir:

I am writing
you ask why we trainporter
do not get the pay you
said for angts I am
running on train no 3 & 4 38
from Clarksdale to Greenwood
only pay me $96.29 an
month the time keeper
wrote and told me that is
all it pay I am doing the
the same class of work
the flagman is doing I
am handling all of the

DIVISION OF LABOR
OFFICE OF CONCILIATION OF RAILROADS
AUG 29 1919
AUG 23 1919

the Brakeman fart on the
train to do the same ran
pay the $150.00 dollars
or more and that is getting
back pay all so will you
please take the matter up

Yours truly
M. S. Sledge
train porter
720 Nathal St
Greenwood
Miss

111936

August 28, 1919.

Dear Sir:

Permit me to acknowledge for the Director General your letter of the 26th inst. regarding the adjustment of your wages as train porter.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. M. S. Sledge,
725 Wathal Street,
Greenwood, Miss.

Y*W

E-38-11-A

FILE

September 2, 1919.

Mr. M. S. Sledge,
725 Wathal Street,
Greenwood, Miss.

Dear Sir:

This will acknowledge receipt of your letter of August 26th, to the Director General, with reference to rate of pay you claim as a flagman, whereas you are paid on the rate of porter.

What road are you working for? You neglected to mention this.

Yours very truly,

J. A. Franklin

7-z

COPY

Form G-77

2—8575

E-38-11-a

Greenwood Miss
Sept. 6 1919.

Mr H. S. Carter
Washington D.C.

SEP 8 1919 BUREAU OF LABOR STATISTICS

Dear Sir:
I am working for the Y & M.V. R.R. Co. as Passenger brakeman from Clarksdale to Greenwood on train No. 37 & 38 Only allowing me $96.29 that is what I the time keeper told me that was all allowed for me a month.

Yours Truly
M. S. Sledge
725 Walthall St

File E.38-11-a

September 19, 1919.

E-38-11-A.

FILE

Mr. M. G. Sledge,
725 Walnut Street,
Greenwood, Miss.

Dear Sir:

This will acknowledge receipt of your letter of September 6th to Mr. W. S. Carter, with further reference to the rate of pay you claim as a brakeman, whereas it should have been claimed as a porter. I now understand you are claiming back pay under Supplement No. 12 to General Order No. 27.

Please advise me on whose instructions you performed brakeman's duty.

Very truly yours,

J. A. Franklin

7-AGH.

COPY

Form G-77

2—5675

E-38-1?-R
9/21/19

H Grier wood
Miss

Mr W. S. Carter
Washington
D. C.

DIVISION OF LABOR
SEP 26 1919

dear sir
this is to let you know what duty I performed at brakeman handling switches picking up cars and seting out cars uncupling hoses and cupling them up all so making up trains where it is know yard engine at so general order no 7

Say both men doing the same class of work should get the same pay so I do not get the same pay as the flag man I do

Yours Truly
M. S. Sledge
720 - Wathall St

file E-38-11-a

September 29, 1919.

E-38-11-A

FILE

Mr. W. S. Sledge,
720 Walthal St.,
Greenwood, Miss.

Dear Sir:

This will acknowledge receipt of your letter of September 21st with further reference to the rate of pay you claim as a brakeman, whereas you were paid as a porter.

I asked you in my letter of September 12th to let me know on whose instructions you performed brakeman's duties. You have not yet given me this information nor have you given me a clear description of your duties.

Please do this and I will then be able to handle your case with the Federal Manager.

Very truly yours,

S.B. FRANKLIN

7-AGH.

COPY

Form G-77.

2—8078

S. A. L. Raleigh NC 18194

Mr Walker D Hines oct 2-19

General Director of Rail Roads

Dear sir plus advise

Me is the Passinger train

Brakemen to get any excuse

are not i have been with

this company 19 years own

the Virginia Division in fright

train on Passenger service

on now in Passinger train service

With Capt L Neair own 11 & 12

from Raleigh NC to Portsmith va

121

to some wages We Was getting
before Which Was 60.00 a
Per Month

Will Jones
Porter over 11 #12 train
Raleigh to Portsmith
Va

on hos Chock one raise one month
on Wos cut back the next
month so please advise me is.
Passinger train Brotamous
to get a raise or Not

Yours Truly

Neil Jones
S a L train Porter
Raleigh Nc

505 RR st

E 38511-a 118167

Cor. 4th & Powhatan Street,
Jacksonville, Fla., Sept. 27, 1919.

IVISION OF LABOR

Hon. Walker D. Hines,
Director General of Railroads,
Hon. W. S. Carter,
Chairman Board of Divisions,
Washington, D. C.

OCT 6 1919

OCT 6 1919

Gentlemen:

This is to notify you that the officials on the Seaboard and Air-lines have failed to comply with Supplement 12, and General Order 27, as we have been doing the head-end work on passenger trains picking up cars, and setting out cars, giving signals, coupling and uncoupling hose etc., coming up with the work as specified in Supplement 12, and we the so-called porters are only getting $60.00 per month, and have never got any raise, which makes it almost impossible for us to live with the present high cost of living, and trying to keep up the payments on our Liberty bonds. The railroad officials forced us to take out Liberty bonds and failed to comply with Supplement 12, and General Order 27, which has been ordered by the Board, and approved of by Director General, and as men and American citizens who sacrificed our small salaries to meet all of the demands of the government, we are by all means contending that the government see that each and every one of its employees be given equal pay for equal service given.

Thanking you for an early reply, I remain

Respectfully yours,

Robert Moore chairman.

118167

October 6, 1919.

Dear Sir:

I am acknowledging for the Director General your communication of the 27th ultimo urging that train operators be given pay according to Supplement No. 12.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. G.

Mr. Robert Moore,
4th & Powhatan Streets,
Jacksonville, Florida.

C*W

E 38-11-9

Cor. 4th & Powhatan Street,
Jacksonville, Fla., Sept. 27, 1919.

Hon. Walker D. Hines,
Director General of Railroads,
Hon. W. S. Carter,
Chairman Board of Divisions,
Washington, D. C.

Gentlemen:

This is to notify you that the officials on the Seaboard and Air-lines have failed to comply with Supplement 12, and General Order 27, as we have been doing the head-end work on passenger trains picking up cars, and setting out cars, giving signals, coupling and uncoupling hose etc., coming up with the work as specified in Supplement 12, and we the so-called porters are only getting $60.00 per month, and have never got any raise, which makes it almost impossible for us to live with the present high cost of living, and trying to keep up the payments on our Liberty bonds. The railroad officials forced us to take out Liberty bonds and failed to comply with Supplement 12, and General Order 27, which has been ordered by the Board, and approved of by Director General, and as men and American citizens who sacrificed our small salaries to meet all of the demands of the government, we are by all means contending that the government see that each and every one of its employees be given equal pay for equal service given.

Thanking you for an early reply, I remain

Respectfully yours,

Robert Moore chairman.

E-38-11-A

FILE

October Eighth,
Nineteen Nineteen.

Mr. Robert Moore,
4th & Powhatan St.,
Jacksonville, Fla.

Dear Sir:

This will acknowledge receipt of your joint letter of September 27th to Mr. W. D. Hines, Director General, and Mr. W. S. Carter, Director Division of Labor, in which you state that the officials of the Seaboard Air Line have failed to comply with Supplement No. 12 and General Order No. 27, and that you have been doing the head-end work on passenger trains, coming within the scope of Supplement No. 12; and urging that you be paid in accordance therewith.

I would suggest that you take this matter up with the officials of the railroad and endeavor to effect a settlement, in accordance with Circular No. 3, copy attached; and failing in this, ask them to join you in submitting the question to the Division of Labor, for consideration by the proper tribunal, in accordance with Supplement No. 6 to General Order No. 27, copy also attached.

COPY

Yours very truly,

H. P. Daugherty

Assistant Director.

11-az

Form G-77

118194

October 6,1919.

OCT 7 1919

Dear Sir:

This will acknowledge receipt of your letter of the 2nd instant to the Director General requesting to be advised as to whether you will receive an increase for services as train porter.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,
(Signed) M. B. C.

Mr. Will Jones,
505 R. R. Street,
Raleigh, N. C.

Y:MEC

E-38-11-a

FILE

October Ninth,
Nineteen Nineteen.

Mr. Will Jones,
505 Railroad St.,
Raleigh, N.C.

Dear Sir:

Referring to your letter of October 2nd addressed to the Director General, which was referred to the Division of Labor -- relative to your wages as train porter on trains Nos. 11 and 12 between Raleigh, North Carolina and Portsmouth, Va. on the Seaboard Air Line Railroad.

I would suggest that you take this question up with the officers of the railroad and endeavor to effect a settlement in accordance with Circular No. 3, copy attached; and failing in this, request them to join you in submitting it to the Division of Labor, for consideration by the proper tribunal, in accordance with Supplement No. 6 to General Order No. 27, copy also attached.

Yours very truly,

H. P. Daugherty

Assistant Director.

COPY

Form G-77 11-az

E-38-1-a

323 Hickory St.
Lexington Ky.
Sept 29, 1917.

DIVISION OF LABOR
OCT 12 1917

Mr J. A. Franklin. Gen. Supt.
Dear Sir:

I take pleasure in writing to you to state to you the condistion of things. here are two letter that I recieved telling me as to what I should do and also recieved the wrish key every since Sept 9 and have been throwing wricks and doing every thing eals that these two letter calls for and would wish to know if their will be any difference in my salary. I have only recieve $29.27 this last half wich is at the rate of $60. a month and I have tried all I know to get along how and is waiting hoping to recieve more $60. is not enought to bard my my expences and take care of my flandly and I would love to know if if all

will do any better I like the work all right will tried to contenuan if you will consirter this matter and tried to do better will you please let me know at once what the best you will do I have wrote to Ravenna, Ky. to Mr Sparks and have not recieved any answered but only these to letter stating what to do so that is why I am writing to you hoping I get satifatry. I will close from Yours Porter:

Byrd Mayes
323 Hickory St
Lexington Ky

UNITED STATES RAILROAD ADMINISTRATION,
W.D.Hines, Director General.

LOUISVILLE & NASHVILLE RAILROAD,
EASTERN KENTUCKY DIVISION,
OFFICE OF ASSISTANT SUPERINTENDENT.

Circular #552. Ravenna,Ky.Sept.8th,1919.

Passenger Conductors:

Please cancel all previous instructions concerning the work to be required of train porters and be governed by the following:

It is not understood that the duties mentioned in Supplement 12 have ever been regularly assigned to train porters, but that they have been required in different instances to perform such work on the train at that particular time as the conductor might instruct.

You may, therefore, permit train porters to assist you in performing such work on your train as heretofore to such an extent as you may find necessary and you need not make any report pertaining to the service required of train porters.

E.L.Wise,

W-M Asst.Supt.

UNITED STATES RAILROAD ADMINISTRATION,
W.D.Hines, Director General,

LOUISVILLE & NASHVILLE RAILROAD,
EASTERN KENTUCKY DIVISION,
OFFICE OF ASSISTANT SUPERINTENDENT,

Ravenna, Ky.,
Aug. 9, 1919.
File No. 5752

Circular No. 530.

Passenger Conductors &
Train Porters:

That there may be no misunderstanding of Supplement 12 to General Order #27, issued by the Director General of Railroads under date of December 2, 1918, I quote Section 1 thereof, showing trainmens' duties that would not be regularly assigned to the train porter without paying the train porter, trainmen's rate therefor.

"Employes in a passenger train crew, except conductor, collector and baggagemaster, qualified and regularly required to perform the following essential duties, will be designated as passenger brakemen or flagmen and paid accordingly:
(A) Inspect cars and test signal and brake apparatus for the safety of train movement.
(B) Use hand and lamp signals for the protection and movement of trains.
(C) Open and close switches.
(D) Couple and uncouple cars and engines and the hose and chain attachments thereof.
(E) Compare watches when required by rule."

All other duties performed by the train porter as heretofore, it is assumed will not be interferred with by this order, and would be performed as duties of the porter, including helping with the packing of hot boxes, unscrewing and taking off defective hose and putting on new hose, but not the coupling or uncoupling thereof, handling baggage, announcing stations, helping passengers on and off the train, helping them with their baggage, keeping the coaches clean, keeping the cars supplied with water, aiding in caring for the lamps, Etc.

Passenger Conductors and Train Porters will acknowledge on slip attached hereto their receipt and understanding of these instructions.

E.L.Wise,
Asst. Supt.

W-m

E-38-11-A

October Eighth,
Nineteen Nineteen.

Mr. Byrd Mayes,
323 Hickory St.,
Lexington, Ky.

Dear Sir:

Referring to your letter of September 29th addressed to Mr. J. A. Franklin, Assistant Director, with which you attached two bulletins issued by the Louisville & Nashville Railroad relative to colored train porters.

If you are performing the work designated in Supplement No. 12, I would suggest that you take the matter up with the officials of the Louisville & Nashville Railroad, and endeavor to effect a settlement, in accordance with Circular No. 3, copy attached; and failing in this, ask them to join you in submitting the question to the Division of Labor, for consideration by the proper tribunal, in accordance with Supplement No. 6 to General Order No. 27, copy also attached.

Yours very truly,

H. P. Daugherty

Assistant Director.

Form G-77

11-az

FILE COPY

E-34-114

OFFICE OF DIRECTOR GENERAL OF RAILROADS
JUL 23 1918
DIVISION OF LABOR

Meridian, Mississippi, July 14th, 1918.

Honorable Walker D. Hines,
Director General of Railroads,
Washington, D. C.,

104955

Sir:--

Please note following quotation of Supplement number Twelve to General Order number Twenty-Seven, reading as follows:

"To carry out the intent of Article VI, of General Order number Twenty-Seven, and retroactive to June 1st, 1918, it is ordered:

"1 Employes in a passenger tarin crew, except conductor, collector and baggagemaster, qualified and regularly required to perform the following essential duties, will be designated as passenger Brakeman and paid accordingly.

"(a) Inspect cars and test signal and brake aparatus for the safety of train movement;
"(b) Use hand and lamp signals for the protection and movement of trains;
"(c) Open and close switches;
"(d) Couple and uncouple cars and engines and the hose and chain attachment thereof;
"(e) Compare watches when required by rule;

" 2 Where white brakemen are not employed, the compensation and overtime rule for colored brakemen shall be the same, for both passenger and freight service, as for the same positions on the minimum paid contiguous roads.

" 3 This order shall not curtail the duties of employes heretofore classed as train porters.

" 4 This order shall not infringe upon the rights of white trainmen.
"Signed: W. G. McAdoo, Director General of Railroads."

We, the undersigned colored employes in passenger train service, required to perform all the duties enumerated above, having exhausted every legitimate means to secure that to which the above quoted Article VI, entitles us have no other means of enforcing our rights than through a direct order from you, and would thank you to give the subject your early personal attention. We are required to perform all the services of a passenger brakeman at approximately one-half the salary. We are classed train porters, wherein we are passenger brakemen:

Yours truly,

Ike Allen	Porter, NO&NE RR.	Ed Blalock	Porter, A&V RR.
Tinsey Porter	" " "	Alex Williams	" " "
Lewis Porter	" " "	Steve Lewis	" " "
Bill Buffkin	" " "	Tom Meadow	" " "
Alfred McLendon	" " "	G. W. White	" " "
Homer Dunn	" " "	E. Price	" " "
Tom Page	" " "	Colut Vaughn	" " "
Rich Kelly	" " "		" " "

104955

July 22, 1919.

Dear Sir:

Permit me in behalf of the Director General to acknowledge letter dated July 14th, signed by yourself and other porters, regarding the adjustment of your wages.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. E. C.

Mr. Edward Blalock,
918 - 29th Ave.,
Meridian, Miss.

Y.R.

July 24, 1919.

E-38-11-A

FILE

Mr. Edward Blalock,
918 29th Avenue,
Meridian, Miss.

Dear Sir:

This will acknowledge receipt of your letter of July 11th to the Director General, signed also by various other porters of the N. O. & N. E., and A. & V. Railroads.

If in the case of each employe you give me tables as to the run to which he has been assigned, I shall be able to handle with the Federal Manager.

However, it may be that you can take care of these cases, and should any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an employes' association. Should you not belong to an employes' organization, then I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office, the matterwill have prompt attention and an adjustment be effected.

COPY

Form G-77

Yours truly,

2—8075

7-ac

J. A. Franklin

E-38-11-a

Meridian, Mississippi, July 30th, 1919.

Dear Sir:

Replying to yours - file E-38-11-A - dated Washington D. C., 24th instant, in re., regulation of rates of pay applicable to "Porters" on passenger trains operated over the NO&NE Railroad, and beg to advise:

Since our co-workers do not belong to any organization - there being none to which we might belong - and the further fact that our operating officials are opposing the wage rate designated in General Order Number 27, Article VI.

It would be inconsistent to request the operating officials to join in an appeal, and we can only present our contention, suggesting as the position of the Company the fact that we are required to perform the services of front brakeman, which should be rated at $2 66 per hundred miles.

Supplement Number 12 to General Order Number 27 defines the duties of passenger brakemen and since we are required to perform all the duties outlined therein we are intitled to the rate of pay applying to that class of service, for instance: Porters are required to couple and uncouple air and steam hose, give hand and lamp signals, flag electric blocks, pack hot boxes, and in fact perform every service required of front brakeman, since no such employes are carried on passenger crews.

DIVISION OF LABOR

The following assignments are in effect on NO&NE Railroad:

Lindsey Porter,	trains	numbers	2	and	3.
Marsh McClinton,	"	"	2	"	3.
Tom Page,	"	"	5	"	6.
Ike Allen,	"	"	5	"	6.
Louis Porter,	"	"	1	"	4.
Bill Bufkin,	"	"	1	"	4.
Homer Dunn,	"	"	7, 9	and	8.
Richard Kelly,	"	"	7, 9	"	8.

AUG 4

Our daily rate is instead of the rate shown in General Order #27: $5 37, is $2 30, we are due in back pay the difference in $2 30 per day from June 1st, 1918 to the present date, and we would thank you to give the matter your attention at your earliest possible opportunity, and instruct that we be paid in accordance withGeneral Order #27.

Thanking you in advance for your valued assistance is settling this longstanding controversy, I am,

Yours very truly,

Ike Allen
640 37th Avenue.

Mr. J. A. Franklin,
Assistant Director Division of Labor,
Washington, D. C.,

Meridian
Miss

DIVISION OF LABOR
E 38-11-a

Meridian, Mississippi, July 30th, 1919.

AUG 4 1919

Dear Sir:

Replying to your valued communication dated the 24th instant, in re., regulation of rates of pay applicable to "porters" on passenger trains operated over the NO&NE., and the A&V Railroadsbeg to advise:

Since we do not belong to any organization - there being none in existence to which we might belong from a protective standpoint - and the further fact that our operating officials are opposing the rate of wages designated in General Order Number 27, the sixth article of which as you know clearly eliminates the color lines.

Then you see to have the operating officials join us in presenting the case would be inconsistent and we can only present our side of the proposition; suggesting as the contention of the Company, the fact we are performing the exact services of the front brakeman on passenger trains at a smaller wage rate. The services of front brakeman are exactly as outlined in Supplement 12 to General Order Number 27, we performing every duty outlined therein. The rate of pay is approximately one-half that paid the falgman. For instance the porters are required to communicate signals, chain cars, set out and pickup cars enroute, flag electric block signals, etc., which are the primary duties of front brakeman, and feeling we are entitled to the compensation indicated in General Order Number 27 is our reason for appealing to your for your assistance in that connection. The following assignments are in effect on A&V Railroad:

Ed. Blalock,	assigned	to	trains	number	1, 2, 11 and 12.
Clint Vaughn,	"	"	"	"	1, 2, 11 and 12.
George White,	"	"	"	"	1, 2, 11 and 12.
Alex Williams,	"	"	"	"	3, 4, 5 and 6.
Steve Lewis,	"	"	"	"	3, 4, 5 and 6.
Eliga Price,	"	"	"	"	3, 4, 5 and 6.
Tom Meadors,	"	"	"	"	1, 2, 3, 4, 5, 6, 11 and 12.

The Flagman's rate of pay is $4 00 per day or trip.
The front brakeman's - or "porter's rate of pay is: $1 95 per day or trip. We contend we are entitled to the difference in the rate of pay received, as shown above, i.e., $1 95, and $3 79 from June 1st, 1918, to January 1st, 1919, and $4 00 from January 1st, 1919 to date of adjustment regardless of whether our duties are curtailed in future or otherwise for the reason we have already performed this service, and have been paid a smaller rate than General Order #27 indicates.

Thanking you in advance for your valued assistance in settling this matter I beg to remain, Yours truly,

Ed. Blalock

Mr. J. A. Franklin,
Washington, D. C.

Your file E-38-11-A.

918 29th Avenue.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
WASHINGTON

DIVISION OF LABOR
W. S. CARTER, DIRECTOR
J. A. FRANKLIN
G. W. W. HANGER
H. P. DAUGHERTY
ASSISTANT DIRECTORS

July 24, 1919.

In your reply refer to File
E-38-11-A

Mr. Edward Blalock,
918 29th Avenue,
Meridian, Miss.

Dear Sir:

This will acknowledge receipt of your letter of July 11th to the Director General, signed also by various other porters of the N. O. & N. E., and A. & V. Railroads.

If in the case of each employe you give me tables as to the run to which he has been assigned, I shall be able to handle with the Federal Manager.

However, it may be that you can take care of these cases, and should any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an employes' association. Should you not belong to an employes' organization, then I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office, the matterwill have prompt attention and an adjustment be effected.

Yours truly,

J. A. Franklin

7-ac

UNITED STATES RAILROAD ADMINISTRATION.

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS.

WASHINGTON, D. C., AUGUST 30, 1918.

SUPPLEMENT NO. 6 TO GENERAL ORDER NO. 27.

In General Order No. 27 and supplements thereto, and in certain memoranda of understanding creating Railway Boards of Adjustment put in effect by General Orders No. 13 and No. 29, methods have been provided for interpretation of wage orders issued by the Director General upon recommendations of such boards and the Division of Labor, "subject always to review by the Director General." For the purpose of affording prompt interpretations of all wage orders issued by the Director General, the duties and authority of the Board of Railroad Wages and Working Conditions are hereby extended to include investigations and recommendations to the Director General of interpretations of all such wage orders, when requested to do so by the Director of the Division of Labor.

It should be understood by railroad employees that it is impracticable to give interpretation on exparte statement, to the thousands who request information as to the manner in which wage orders should be applied in individual cases. Operating officials of the railroads are required to place wage orders in effect fairly and equitably, and should differences of opinion arise necessitating a formal interpretation, the matter will be disposed of in the following manner:

When a wage order is placed in effect in a manner with which an employee, or the employee's committee disagrees, a joint statement quoting the language of the wage order, and including the contentions of employees and the contentions of officials, signed by the representatives of the employees and the officials, will be transmitted to the Director of Labor, who will record and transmit same to the Board of Railroad Wages and Working Conditions, which will promptly investigate and make recommendation to the Director General. Upon the receipt of interpretation from the Director General, the Director of Labor will transmit such interpretation to the Railway Boards of Adjustment for their information and guidance, in the

application of such interpretation to existing conditions, or to questions arising from the incorporation of the order as so interpreted into existing agreements on all railroads under Federal control. As occasion demands, all interpretations will be printed and given general publicity, for the purpose of communicating the information to all concerned, and thus avoiding the necessity of duplication of interpretations.

On and after September 1st, 1918, any disagreement between the employees and the officials, over the application of any wage order, will be submitted to the Director of Labor, as outlined above, but in order promptly to dispose of all requests for interpretations previously presented to the Division of Labor, or to the Boards of Adjustment, such requests will be immediately recorded and transmitted to the Board of Railroad Wages and Working Conditions by the Director of Labor.

Nothing herein contained revokes authority granted to the Division of Labor of Railway Boards of Adjustment in determining disputes arising in connection with the application of interpretations of wage orders to existing conditions, or in connection with the incorporation of such interpretations into existing agreements.

W. G. McAdoo,
Director General of Railroads.

WASHINGTON : GOVERNMENT PRINTING OFFICE : 1918

E-38-11-A

September 6,1919

Mr. E.H.Coapman,
Fed.Mgr., A.& V. RR,
Washington,D.C.

Dear Sir:

I am attaching hereto a copy of communications received from Mr.Ike Allen, 640 - 37th Ave., Meridian,Miss. with regard to the application of Supplement No.12 to the porters mentioned.

Will you please investigate and advise me if any injustice has been done these men?

Yours truly,

7-AR

Copy to Mr.B.L.Winchell,Regional Director.

COPY

Form G-77

2—8575

E-38-11-A

September 6,1919

FILE

Mr. E.H.Compman,
Fed.Mgr., N.O. & N.E.,
Washington,D.C.

Dear Sir:

I am attaching hereto a copy of communications received from Mr. Ike Allen, 640 - 37th Ave., Meridian, Miss. with regard to the application of Supplement No.12 to the porters mentioned.

Will you please investigate and advise me if any injustice has been done these men?

Yours truly,

COPY

7-AR

Copy to Mr.B.L.Winchell,Regional Director

Form G-77

2—8675

FILE

~~E-38-11-A~~

September 6,1919

Mr. Ike Allen,
640 - 38th Ave.,
Meridian, Miss.

Dear Sir:

This will acknowledge receipt of your letter of July 30th with further reference to the application of Supplement No.12 to porters.

Please be advised that we are taking this matter up with the Federal Manager.

Yours truly,

COPY

7-AR

Form G-77

2—8875

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

SOUTHERN REGION

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

G. R. LOYALL,
ASSISTANT FEDERAL MANAGER.

WASHINGTON, D. C. October 6, 1919. c

DIVISION OF LABOR.
OCT 7 1919

Mr. J. A. Franklin,
Asst. Director, Division of Labor,
Washington, D.C.

Dear sir:-

Your letter of September 6th, file E-38-11-A, attaching copy of communication from Ike Allen, 640 - 37th Avenue, Meridian, Miss., with regard to the application of Supplement No. 12 to porters on the NO&NE Railroad.

These men are being paid the porter's rate of pay in accordance with General Order No. 27 and Supplements thereto, as they are not required to perform any of the duties of a brakeman or flagman and are not, therefore, entitled to the higher rate of pay.

Yours truly,

E. H. Chapman

Federal Manager.

71

E-38-11-A

FILE

October Eighteenth,
Nineteen Nineteen.

Mr. Ike Allen,
640 37th Ave.,
Meridian, Miss.

Dear Sir:

With further reference to Assistant Director Franklin's letter to you under date of September 6th, acknowledging receipt of yours of July 30th relative to the application of Supplement No. 12 to porters.

As stated to you, the question was taken up with the Federal Manager of the Southern Railroad, and he has just advised that these men are being paid the porter's rate of pay, in accordance with General Order No. 27 and supplements thereto, as they are not required to perform any of the duties of a brakeman or flagman, and are not, therefore, entitled to the higher rate of pay.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

COPY

Form G-77

—8075

E-38-11-A

October Eighteenth,
Nineteen Nineteen.

Mr. E. H. Coapman, Federal Manager,
Southern Railroad Lines,
Washington, D. C.

Dear Sir:

This will acknowledge receipt of your letter of October 6th addressed to Mr. J. A. Franklin, Assistant Director, replying to his letter of September 6th attaching a copy of communication from Mr. Ike Allen with reference to application of Supplement No. 12 to porters on the New Orleans & Northeastern Railroad; and I thank you for the information contained therein.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

FILE COPY

Form G-77

108078

E 38-11

Selma, Ala.,

August 5, 1919.

Hon. W. D. Hines,

Director In General of R. R.

Washington, D. C.

Hon. Sir:

We the Porters of the Southern Rail Road (in this section) have always put forth every effort to faithfully perform every duty given us; We have been performing the duty of Passenger Train Brakeman up until Bulletin No. 235 was issued, and posted, which was on July 29th.

We beg to know are we entitled to pay for the same up to that time July 29th? We have not been receiving Passenger Train Brakeman pay. According to General Law No. 27, any man doing the same class of work would get the same pay. We have not been getting it and we want to ask you to kindly let us know why, and whether we are entitled to the back pay.

Thanking you Kind Sir for this information, We are,

Most Respectfully and Oblige,

PORTERS:

Lawrence Harrell.

Sam Hollins

Jim Ganfel

Rufus Brown

Lewis Stone

Luther Rhoden

DIVISION OF LABOR.

AUG 8 1919

108078

August 8, 1919.

Dear Sir:

Permit me to acknowledge in behalf of the Director General a letter dated August 5th signed by yourself and other porters employed by the Southern Railroad, in reference to the adjustment of your wages.

This letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Lawrence Harrell,
Selma, Ala.

y/rw

August 26, 1919.

E-38-11

FILE

Mr. Lawrence Harrell,
Selma, Alabama.

Dear Sir:

This will acknowledge receipt of your letter of the 5th instant to the Director General, and referred to this Division for reply, which I understand to be a complaint with reference to the fact that you as a porter are compelled to render services for which you feel you should be compensated as a brakeman.

I attach hereto copy of Supplement No. 16 to General Order No. 27, as well as Supplement No. 12, and if the case is as you state I wish you would give me the runs to which you have been assigned, also the name of the road employing you, together with the names of such other employes as may have directed you to perform the services you feel should bring you the brakeman's rate.

Yours truly,

7-ac

J. A. Franklin

COPY

Form G-77

2—8678

Selma, Ala. 9/13/9 .

E-38-11

DIVISION OF LABOR.
SEP 16 1919

Hon. W.D.Hines,
Director of R.R. In General
Washington, D.C.

Hon. Sir:

We the porters of the Mobile Division, have received your letter, contents carefully noted. In reply we want to thank you very much for the information furnished us.

You asked who directed us to perform these services? We were directed by Mr. L.A.Kraus, train master, the conductor, and the superintendant Mr. M.E.Madden. Mr. Madden asked us to do as just as the train master and conductor say do.

We the porters of the mobile division are performing passenger brakeman duties(1) Such as assisting passengers on and off of the train, unloading baggage, express, and exchanging mail where there are no agent to be found at night, we open switches and close them, couple cars when ever it is necessary, give hand signals, lamp signals, pack hot boxes, flag and protect the head end of the trains carrying switch keys.

We the ~~passenger~~ porters between Selma and Birmingham are named as follows Lawrence Harrell ~~Pink Ellis~~ Walter Morgan

(2)

Jim Gamble

Steve Sullivan

Trains No 20, 19, 15, 16, 28, 27, 25, 26. The same crew between -Selma, Ala. and Meridian Miss. Southern R.R.

The names of the porters between Mobile and Selma on Southern R.R. trains No 23, 24, 35, 36,.

Sam Harris M. L. Foster - 35-24

Elijah Williams

Porters between Selma Ala, Rome Ga., Train s No. 16 , 15 , 16, 15. Names as follows Howard Jones Rufus Brown.

Porters between Wilton and Anniston Trains no 9, 10.

Name Luther Rhoden

Respectfully,

Lawrence Hassell.

1500 Wash. Street

Selma. Ala.

E-38-11

Sept. 26, 1919.

FILE

Mr. E. H. Coapman, F. M.,
Southern Railroad,
Washington, D. C.

Dear Sir:

I am in receipt of a complaint from the following men, to the effect that although classified as porters they performed brakemen's duties on the Mobile Division of your road up until July 29th; between Selma and Birmingham.

Mr. Lawrence Harrell, 15 Nash. St. Selma, Ala.
Mr. Sam Hollins
Mr. Jim Janfed
Mr. Rufus Brown
Mr. De Witt Stowe
Mr. Luther Rheden

They state that they were instructed to perform the services for which they claim they should be compensated as a brakeman by Mr. L. A. Kraus, train master, the conductor and the superintendent, Mr. M. E. Madden. Their duties were to assist passengers on and off trains, unload baggage and express, exchange mail when there was no agent to be found at night, open switches and close them, couple cars whenever necessary, give hand signals, lamp signals, pack hot boxes, flag and protect the head end of the trains carrying switch keys.

Will you kindly investigate and advise me of your findings.

Yours very truly,

COPY

Form G-77

2—8675

I. A. FRANKLIN

7-fd

E-38-11 - a

FILE

Sept. 26, 1919.

Mr. Lawrence Harrell,
Selma, Ala.

Dear Sir:

Your letter of September 13th to the Director General, with further reference to your claim that you should receive brakeman's rate of pay although classidied as a porter, has been referred to this Division.

Please be advised that I am taking your case up with the Federal Manager.

Yours very truly,

COPY

7-FD

J. A. FRANKLIN

Form G-77

2—8675

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SOUTHERN REGION

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

E H. COAPMAN,
FEDERAL MANAGER

OFFICE OF FEDERAL MANAGER

WASHINGTON, D. C. October 13, 1919. c.

DIVISION OF LABOR

Mr. J. A. Franklin,
Assistant Director, Division of Labor,
U. S. RR. Administration,
Washington, D. C.

Dear Sir:

OCT 14 1919

Replying to your letter of September 26, file E-38-11-a

Under date of April 7, the Director, Division of Operation, wrote the following to the Regional Directors, who in turn transmitted it to the Federal Managers, constituting, as we understood it, an interpretation of Supplement 12 to General Order 27:

> "The intent of this Supplement is to require the payment of the brakemen's rate whenever the brakemen's duties are performed by the train porter. The Supplement plainly states that it shall not curtail the duties of the employes heretofore classed as 'train porters', so that there should be no question about these employes continuing to perform the train porter's work even though paid the brakemen's rate.
>
> "It has been understood in certain regions that on trains having white brakemen or white flagmen and a negro porter, the porter should be paid only the porter's rate. This is proper providing the porter is not required to perform any of the duties of a brakeman. If he is required by orders of the management to perform the duties of a brakeman, notwithstanding there may be other brakemen or flagmen on a train, he should be paid the brakemen's rates.
>
> "In order to clearly cover the matter and avoid improper claims under this rule, instructions limiting the duties of train porters on trains where white flagmen or white brakemen are employed should be issued so that it will be clearly understood that the colored porter is not required to perform any of the duties of brakemen or flagmen. The instructions should be carefully worded so as to not relieve colored porters of the duty in flagging in an

emergency or when the safety of the train requires that they do it.

With regard to the first paragraph of the above quoted letter, will state the train porters on Southern Railroad have never performed the duties of a brakeman. It is true that they have opened and closed switches but this was manual work performed under instructions of and in the presence of the engineer, the conductor or the flagman, the train porter himself never being allowed to do this unattended.

We are carrying out the intent of the second paragraph of the above quoted letter, in that on trains having a white brakeman or white flagman and a negro porter, the porter is paid only the porter's rate. We have always done this and continued doing so because the porter was never required by orders of the management to perform the duties of a brakeman.

With respect to the third paragraph. We issued instructions limiting the duties of train porters to such duties only. We did this under instructions, which at the time, and because of our policy, were not deemed necessary. The effect of carrying out instructions contained in the third paragraph has been a demand upon the part of the trainmen for an additional brakeman on each train.

Yours truly,

E H Chapman

Federal Manager.

E-38-11-A

FILE

October Twenty-second,
Nineteen Nineteen.

Mr. Lawrence Harrell,
Selma, Ala.

Dear Sir:

Referring to Assistant Director Franklin's letter to you under date of September 26th, with reference to your claim that you should receive brakeman's rate of pay although classified as porter on the Mobile Division of the Southern Railroad.

As stated to you, this question was taken up with the Federal Manager, and we are just in receipt of advice from him that the train porters on the Southern Railroad have never performed the duties of a brakeman - that it is true they have opened and closed switches, but this was manual work under instructions of and in the presence of the engineer, the conductor or flagman, the train porter himself never being allowed to do this unattended. Also that on trains having a white brakeman or flagman the porter is paid only the porter's rate, they having always done this and continued to do so because the porter was never required by orders of the management to perform the duties of a brakeman.

Yours very truly,

H. P. Daugherty

Assistant Director.

COPY

Form G-77

11/az

E-38-11-A

FILE

October Twenty-second,
Nineteen Nineteen.

Mr. E. H. Coapman,
Federal Manager,
Southern Railroad,
Washington, D. C.

Dear Sir:

I wish to acknowledge receipt of, and thank you for your letter of October 13th, addressed to Mr. J. A. Franklin, Assistant Director, in reply to his letter of September 26th -- relative to complaint of Lawrence Harrell and others to the effect that although classified as porters they performed brakeman's duties on the Mobile Division of your road between Selma and Birmingham up until July 29th.

COPY

Yours very truly,

H. P. Daugherty

Assistant Director.

ll/az

Form G-77

DIRECTOR OF RAILROADS

DIVISION OF LABOR.

E 28119

Alexandria La Oct 5 1919

OCT 9 1919

Franklin

Director General of Railroads

Dear sir I am asking you cant the T. R. & N. company made pay a standdy pay as the law say pay we ask for more money and they turn us done we colard fairman & Brakemen are organiza in new mine worke rs; we thank you for a little in pes mation the Road is 306 mile long. is the T. R. & N railroad under the Gouvaner controul, the superdaenter say is not. pay $1.81¢ on passenger train $3.00 a day on fast fright train $3.14¢ on local fright train $2.81¢ an stwich t. Egaine; $2.75¢ on work train

I will come to close my
letter if you

will Bowman fairman
I get my Maile
1831. Third. St
Alexandira La

E-38-11-A

October Twenty-fourth,
Nineteen Nineteen.

Mr. Will Bowman,
1831 Third St.,
Alexandria, La.

Dear Sir:

This will acknowledge receipt of your letter of October 5th addressed to Mr. J. A. Franklin, Assistant Director, relative to standard rates of pay for employes of the Louisiana Railroad & Navigation Company.

For your information, when the Government took control of the railroads the L. R. & N. was included, but a short time afterwards was released, and in doing so an agreement was made by the Railroad Administration with the president of the L. R. & N. Co. that the operating expenses during the time the Government had control of the road was to be paid by the company and all operating revenues accruing during said period to belong to the company. Therefore, any questions pertaining to wages or working conditions should be handled with the officials of the L. R. & N. Co.

Yours very truly,

H. P. Daugherty

Assistant Director.

Form G-77

11/az

JOHN L. LONG
ATTORNEY-AT-LAW
MUTUAL BUILDING
RICHMOND, VIRGINIA

E 38-11-a
Mr Alvord
USRRA

July 19, 1920.

Hon. John Barton Payne,
Director-General,
United States Railroad Administration,
Seattle, Washington.

JUL 29 1920

Dear Judge:

I am enclosing herewith a brief statement of the case of about one hundred train porters of the Atlantic Coast Line Railroad, together with some correspondence relative thereto.

These men were paid the porter's rate of $65.00 per month and they are claiming the right to be paid for a period of about fourteen months at the rate paid brakemen, a rate ranging from $120.00 per month to about $200.00 per month, the rate varying with the mileage made, or the number of hours on duty.

LABOR

I feel confident that Mr. McAdoo recognized the validity of the claims of these men, and based his order Supplement No. 12 to General Order No. 27, upon their representations. Unfortunately for them, he left the railroad administration before his order was carried into effect. Mr. Hines, too, passed out of office with the matter still unsettled as to most of the men of this class in the Southern Region, though similar claims of men of the Southwestern Region were adjusted.

JUL 28 1920

If, upon your return to Washington, you find there is not sufficient data on file at your office for a determination of this matter, we earnestly request that you set in motion the proper procedure for a determination of this matter.

Yours very truly,

John L. Long

JLL/SG.

Mr. W. S. Carter, Director,

Division of Labor,

United States Railroad Administration,

Washington, D. C.

Dear Sir:-

We, J. A. Ryals, President, and Arthur B. Hill, Secretary, of the Train Porters Association of the Atlantic Coast Line Railroad, composing a duly authorized committee of the said Train Porters Association, respectfully submit the following statement of facts and request an interpretation of Supplement, No. 12 to General Order No.27.

We quote Supplement No. 12;- "To carry out the intent of Article VI, of General Order No. 27, and retroactive to June 1, 1918, it is ordered.

1. Employees in a train crew, except conductor, collector or baggagemaster, qualified and regularly required to perform the following essential dutied, will be designated as passenger brakemen or flagmen and paid accordingly:

(a) Inspect cars and test signal brake apparatus for the safety of train movement.

(b) Use hand and lamp signals for the protection and movement of trains.

(c) Open and close switches.

(d) Couple and uncouple cars and engines and the hose and chain attachments thereof.

(e) Compare watches then required by rule.

2. Where white brakemen are not employed, the compensation and overtime rule for colored brakemen shall be the same, for both passenger and freight service, as for the same positions on the minimum paid contiguous road.

3. This order shall not curtail the duties of employees heretofore classes as "train porters."

4. This order shall not infringe upon the seniority rights of white trainmen."

We quote Article VI, General Order No. 27. "Colored Firemen, Trainmen and Switchmen.

Effective June 1, 1918, colored men employed as firemen, trainmen and switchmen shall be paid the same rate of wages as are paid thite men in the same capacities."

The members of the Train Porters Association of th e Atlantic Coast Line Railroad are all colored men and their membership comprises about eighty per cent of the colored employees of the said road who were employed in the same capacity as themselves between the dates June 1, 1918, and August 5, 1919, both inclusive. Upon the latter date, namely, August 5, 1919, an order of the management of the said road curtailing the dutied of the colored trainmen of our class went into effect.

The purpose for which this interpretation is asked is that there may be an adjustment of the claim of the members of the said association and of all other employees of the said road in the same class as themselves of their right to be paid at the same rate as white men performing the same duties, during the same period, June 1, 1918, to August 5, 1919, rather than at the rate at which they actually have been paid.

We respectfully maintain that during the whole of the period from June 1, 1918 to August 5, 1919, and for many years previous thereto, men of our class were qualified and were regularly required to perform all the duties specified in Supplement No. 12 to General Order No. 27. Our statement of this fact is supported by affidavits of many of our white fellow-employees, conductors, enginemen, brakemen and baggagemen, which affidavits were submitted by us for your consideration on or about June 25, 1919, and which are, we presume, now on file at your office. Furthermore, this fact can be established readily by testimony of disinterested witnesses, our white fellow-employees.

A white who holds the position we hold and performs the duties we are required regularly to perform is called "front brakeman".

When we are accepted for employment and assigned to duty we are provided with and required always to carry the same equipment as white brakemen.

We are to be carefully distinguished from Pullman porters, who are employees of the Pullman Company, and whose duties are very different from ours.

The method of application of Supplement No. 12 of General Order No. 27 by the management of the Atlantic Coast Line Railroad is this; On certain short local trains on branch lines where the train crew is limited to conductor, baggageman, engineman, fireman and porter, the porter has been classified as a brakeman and paid accordingly, with back pay from June 1, 1918, but on the longer trains of the main line where the train crew includes one or more white brakemen, the colored porter has been refused classification as brakeman.

We are disciplined by suspension or by discharge for failure in the performance of our duties.

The foregoing statement of facts, which are true, to the best of our knowledge and belief, we submit, covers the material points of our position and establishes our right to be classified as brakemen during the period from June 1, 1918, to August 5, 1919, and to be paid accordingly.

Attempting to comply with Supplement No. 6 to General Order No. 27 in the submission of contentions between employees and officials of railroads, our representative, on August 27, 1919, sought an interview with Mr. Lyman Delano, Federal Manager of the Atlantic Coast Line Railroad, and was referred by him to Mr. P. R. Albright, General Manager, as having full authority to deal with the question of back pay for the train porters of the road. Mr. Albright refused to join in a statement of facts as provided in Supplement No. 6 of General Order No. 27 and we are now acting upon a suggestion from your office that we submit, with our statement of facts, a statement of the position of the officials of the Atlantic Coast Line Railroad, as we understand it from their letters and from this interview with Mr. Albright.

Mr. Delano's letter of March 8, 1919, to Arthur B. Hill, which is probably on file with Mr. J. A. Franklin of your office, gives his method of application of Supplement No. 12 as follows:

"Where there is no white flagman or brakeman on a train and the Negro porter performs the flagman's or brakeman's work, he will be paid the Brakeman's rate. Where there is a white brakeman or white flagman and a Negro porter on a train, the porter will, of course, be paid the porter's rate."

We quote further from Mr. Delano's letters; May 5 and 15, 1919. "We are ahndling this matter in strict accord with what we understand to be the direction of the Railroad Administration."

May 25, 1919. "The matter has been handled in accordance with our understanding of Supplement No. 12 and further handling of this question on the part of our porters is unnecessary."

July 31, 1919. "The colored porters on the Atlantic Coast Line have been classified in accordance with our understanding of Supplement No. 12, and necessary instructions to cover their work have been issued."

August 4, 1919. "So far as the application of Supplement No. 12 is concerned, I believe I have already written you in regard to this and our position in the matter, and you understand the orders that have been issued relative to limiting the porters' duties."

The interview of our representative with Mr Albright discloses the position of the management to be about as follows:

Colored train porters are not to be classified as brakemen because they have none of the responsibilities of brakemen and they are never disciplined for failure in the performance of their duties. There is no issue between the management and the train porters; they know our terms and they can accept them or quit. Article VI, of General Order No. 27 is disregarded because the colored man of the South has a place and must be kept in his place. Where white men are employed to perform the duties required of colored porters they are classified as brakemen.

A stenographer was present during this interview and a stenographic report of the interview could propably be obtained by application to Mr. Albright.

Respectfully submitted,

(Signed) J. A. Ryals, President.

(Signed) Arthur B. Hill, Secretary.

September 8, 1919.

Richmond, Va., November 7, 1919.

Mr. C. S. Lake,
Assistant Director,
Division of Operation,
Washington, D. C.

Dear Mr. Lake:

As the representative of the colored train porters of the atlantic Coast Line Railroad in their efforts to secure the back pay due them under supplement No. 12 from June 1, 1918 to August 5, 1919, I want to give them the best service of which I am capable.

I appreciate your position as representative of the people and guardian of public money. In this case, however, I feel that your position is administrative, not judicial. The order of the Director General is specific and there is no doubt with you nor with others in this department familiar with the facts, that these men are within the provisions of the order and entitled to its benefits. It is only a question of determining the amount due each of them. They have done the work which entitled them to the pay, and the burden of proof of establishing the amount due them is upon them in this case no more than it is upon them to establish what is coming to them at any pay day.

The Atlantic Coast Line Railroad makes up their time, gives them a check for the amount found to be due, and if the amount is not correct the man asks that correction be made. This they did and Mr. Delano told them he owed them nothing. They appealed to the Director General,and You, representing the Director General, feel that they are entitled to compensation according to the terms of Supplement No. 12.

As a practical railroad man, you know that the records of the Atlantic Coast Line Railroad show the time made by these colored porters, and it is only a matter of computation for the time-keeping force to determine the amount due each of these men. I understand you have applied to Mr. Winchell to obtain for you the information necessary to determine the amount due each of these train porters.

These train porters made their claim for compensation at the brakemen's rate a short time after the issuance of General Order No. 27, basing their claim upon Article VI of that order. This claim was not allowed by the Federal Manager. Supplement No. 12 was issued and still they did not get their money. For more than a year, then, they have been trying to get this matter adjusted. With your intimate knowledge of railroad affairs, you know that they did not take the right course, but after many delays their case has come to you, who are in a position to expedite settlement for them. They are not plaintiffs in a court of law, but workmen whose time has not been properly computed by their employer. All the data necessary for the correction of the computation is in the hands of the employer. The employer has applied a rate which he, in good faith, may have thought correct at the time payment was made, but Supplement No. 12 should have set at rest all honest doubt as to the rate at which

these men are entitled to be paid.

With my best wishes for your success in your effort for an early adjustment of this matter,

Very truly yours,

(signed) John L. Long.

Richmond, Va., November 19th, 1919.

In re claim of colored porters of
the Atlantic Coast Line Railroad for
back pay from June 1, 1918 to
August 5th, 1919.

Mr. Walker D. Hines,
Director General,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

Article VI, General Order No. 27. "Colored Firemen, Trainmen and Switchmen.

Effective June 1, 1918, colored men employed as firemen, trainmen and switchmen shall be paid the same rate of wages as are paid whitemen in the same capacities."

Following the issuance of the above order, the colored trainmen of the Atlantic Coast Line Railroad, commonly called "trainporters", in July 1918 made claim to be paid at the same rate as white trainmen performing the same class of duties.

Their claim was refused by the management of the Atlantic Coast Line Railroad, and on November 27, 1918 a committee of the train porters of the Atlantic Coast Line Railroad carried their claim immediately to the Director General. On December 2nd, 1918, Supplement No. 12 to General Order No. 27 was issued by the Director General. We quote from Supplement No. 12:- "To carry out the intent of Article VI of General Order No. 27, and retroactive to June 1, 1918, it is ordered:

1. Employees in a train crew, except conductor, collector and baggagemaster, qualified and regularly required to perform the following essential duties, will be designated as passenger brakemen or flagmen and paid accordingly:

(a) Inspect cars and test signal and brake apparatus for the safety of train movement.

(b) Use hand and lamp signals for the protection and movement of trains.

(c) Open and close switches.

(d) Couple and Uncouple cars and engines and the hose and chain attachments thereof.

(e) Compare watches when required by rule."

In spite of this order, which was intended specifically to apply to the case of colored train porters, the management of the Atlantic Coast Line Railroad persistently has refusedto carry out the order of the Director General in the case of about one hundred of its colored train porters. For months they importuned Mr. Lyman Delano, Federal Manager, for an adjustment of their pay and without result. They appealed to Mr. B. L. Winchell, Regional Director, to the Board of Railroad Wages and

Working Conditions. The Case was referred as early as January 2, 1919, to Mr. W. S. Carter, Director, Division of Labor, and prior to my connection with the case was investigated by Mr. J. A. Franklin, Assistant to Mr. Carter, who tried for several months without result to have the matter adjusted. On September 8, 1919, I took this matter up in person with Mr. H. P. Daugherty, Assistant Director, Division of Labor, who, in the latter part of October, 1919, completed his investigation and made his report and recommendations, favorable to the train porters. The matter was then referred to Mr. C. S. Lake, Division of Operation, for further investigation, report and recommendations.

Neither Mr. Daugherty nor Mr. Lake has any doubt as to the justice of the claims of these men, and Mr. Lake expressed to me the opinion that the only obstacle in the way of final adjustment and payment of these men was the difficulty of determining the amount due each of them, and that he had applied to Mr. Winchell, Regional Director, to obtain for him from the management of the Atlantic Coast Line Railroad, the data necessary for determing these amounts.

In view of the obstruction that has characterized the management of this road in this matter, considerably more pressure than heretofore has been used must be brought to bear upon them in order to obtain results.

Following your letter of August 26th, 1919, to the Board of Railroad Wages and Working Conditions, the train porters of the Atlantic Coast Line Railroad were very hopeful of an early adjustment of their claim. Nearly three months have passed, however, since that letter and still these train porters have not been paid correctly for work done nearly a year and a half ago. Apropos of your letter, let me quote from Mr. Wilson's statement of the same date, "Let me add also that the position which the government must in consequence take against general increases in wage levels while the present exceptional and temporary circumstances exist will, of course, not preclude the railroad administration from giving prompt and careful consideration to any claims that may be made by other classes of employees for readjustments believed to be proper to secure impartial treatment for all who work in the railway service.

We submit that the order of the Director General contained in Supplement No. 12 issued December 2, 1918, has been practically ignored by the management of the Atlantic Coast Line Railroad, thatthe colored train porters of that road have waited long and patiently for an adjustment of their claim, and not having obtained it, they are justified in coming to you to ask that their cause be speeded.

We would very much appreciate a personal conference with any member of your staff whom you may designate and I shall hold myself in readiness to answer your summons.

Very truly yours,

(signed) John L. Long.

Richmond, Va.

December 18, 1919.

Mr. Thomas H. McRae,
Assistant to the Director General,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

In Re Claim of Colored Train Porters
of the Atlantic Coast Line Railroad
for Back Pay from June 1, 1918 to
August 5, 1919.

Following our conference of yesterday it has seemed advisable to recapitulate to some extent the points then brought out; This claim was, in its origin, based upon Article VI, General Order No. 27. When the management of the Atlantice Coast Line Railroad refused to pay its colored train porters in accordance with this order, they appealed to the Director Generao and Supplement No. 12 to General Order No. 27 was issued. The amnagement placed its own interpretation upon Supplement No. 12, the result of such interpretation being to withhold from about one-hundred of its colored train porters the benefits intended by the Director General to accrue to them.

Without detailing the numerous efforts made by these men since December, 1918, to secure an adjustment of this matter, suffice it to say that in October, 1919, Mr. H. P. Daugherty of the Division of Labor, after a thorough investigation, made a full report upon the case, which was then referred to the Division of Operation, attention of Mr. C. S. Lake.

As early as September 8, 1919, when called into conference with Mr. H. P. Daugherty and myself, Mr. C. S. Lake of the Division of Operation insisted that these men should be required to prepare a statement of the number of trips made by each of them within the period of more than fourteen months, June 1, 1918 to August 5, 1919, then to submit his statement and claim for additional compensation to the superintendent of transportation under whose jurisdiction the service was performed, and if his claim were disallowed, submit it to the next higher official, and so on up to the Federal Manager. Mr. Daugherty overruled Mr. Lake in this, maintaining that since the claim had been submitted to the Federal Manager, had been considered and refused by him, a resubmission to a subordinate official could have no result towards an adjustment of the difference.

Again on November 3, 1919, after this matter had been referred to him from the Division of Labor, Mr. Lake made practically the same suggestion that he had made on September 8, namely, that these men should submit their claims to the superintendents of transportation under whose jurisdiction the service had been performed.

I can very well understand that the sympathies of Mr. Lake, formerly General Manager of the Seaboard Airline Railroad, one of the roads of the Southern Region involved in a similar controversy with its colored train porters, might lead him to incline towards their side, and consciously or unconsciously to uphold their contentions, and for this reason I feel that this case should be decided by the Director General's office proper, the policy of which is "to secure impartial treatment for all who work in the railway service".

What we ask now is a decision from the Director General's office upon the merits of this case as disclosed by the record.

I would like you to read, Mr. McRae, in connection with this letter, my letter to Mr. Lake of November 7, 1919, also my letter of November 19, 1919, to Mr. Hines, and for that reason I am enclosing herewith copies of those letters.

Very truly yours,

(Signed) J. L. Long.

JLL*H

Enclosures:
Copy letter to Mr. Lake.
" " " Mr. Hines.

Richmond, Va.

March 19, 1920.

Mr. Walker D. Hines,
Director General,
U. S. Railroad Administration,
Washington, D. C.

Dear Sir:-

In re claim of train porters of the Atlantic Coast Line Railroad for back pay from June 1, 1918 to August 5, 1919, in accordance with the provisions of Supplement No. 12.

In an interview with your assistant, Mr. C. S. Lake, on March 17, 1920, the rock upon which adjustment of these claims has so long hung, viz., the difficulty of determining the amounts due each of these men, was still as solidly obstructive as ever. I have maintained, from my first connection with this case that the records of the Atlantic Coast Line Railroad was the proper source from which to determine the compensation due these men. Mr. Lake has maintained with some waverings, be it said, after assaults upon his position by Mr. Daugherty, Mr. Young and myself, that each of these men should be required to present a statement of the amount of his claim, and this too, in spite of the fact well known to Mr. Lake, that not one in ten of these men has kept, or had any occasion to keep, a record of his time for the period of about fourteen months for which compensation is claimed. It is a big job, a difficult job, with all necessary records available, to make a corrected calculation of the compensation due about a hundred men for a period of about fourteen months, but it is a job made necessary, in large measure, by the neglect of the management of the Atlantice Coast Line Railroad itself, and by its contumacy in ignoring, during at least half of that fourteen months, the plain order of the Director General.

On the other hand, these men are not at fault in not having kept records of their time. Can you allow them then to be penalized because of their not doing a thing they were under no obligation to do, or can you allow the Atlantic Coast Line Railroad to profit by its refusal to obey the order of the Director General?

In my interview with him on March 17th, Mr. Lake stated that if the Director General should call upon the management of the Atlantic Coast Line Railroad for the data necessary to a settlement with these men, the Government would have to bear the expense, or else the Government would have to employ a force of auditors for months to secure the information. My personal opinion is that Mr. Lake is magnifying the difficulty of ascertaining the amounts due each of these men, but whatever

the difficulty the Congress of the United States, in the "Transportation Act, 1920", Sec. 205, paragraphs 40, 41 and 42, has provided for just such a situation as this.

> "40. The President shall have the right, at all reasonable times until the affairs of Federal control are concluded, to inspect the property and records of all carriers," etc., etc.
> "41. Such carriers shall, at their expense, upon the request of the President, or those duly authorized by him, furnish all necessary and proper information and reports compiled from the records made or kept during the period of Federal Control affecting their respective lines, and shall keep and continue such records and furnish like information and reports compiled therefrom."

Paragraph 42 provides the penalty for failure to comply with this provision of the law.

I maintain now as I have maintained always since my first connection with this case that it is the duty of the Atlantic Coast Line Railroad to prepare a statement showing: (1) the amounts paid each of its train porters who have not been paid in accordance with the provisions of Supplement No.12; (2) the amounts that each of these train porters would have been paid if they had been paid as brakemen; (3)m the difference between those two amounts in each case, showing the amount still due each train porter.

The law places this burden upon the Atlantic Coast Line Railroad, "upon the request of the President, or those duly authorized by him."

Very truly yours,

(Signed) J. L. Long.

JLL/SG

Richmond, Va.,

May 14, 1920.

In re claim of train porters of the Atlantic Coast Line Rail Road for back pay in accordance with the provisions of Supplement No. 12.

Mr. C. S. Lake,
U. S. R. R. Administration,
17th & G Streets N. W.,
Washington, D. C.

Dear Sir:

It is with much regret that I learn that you seem disposed to follow the lead of the management of the Atlantic Coast Line Railroad in the attitude of resistance to the order of Supplement No. 12.

As I understand your position you would be willing to propose a settlement of the claims of these men upon a basis of $20.00 per month per man for the period January 1, 1919 to November 1, 1919, the effective date of Supplement No. 26.

Supplement No. 12 was issued December 2, 1918, and its order was retroactive to June 1, 1918, and your proposition, consequently, would leave Supplement No. 12 out of consideration completely, and would give these men nothing for the period June 1, 1918 to December 1, 1918.

You seem to lose sight, too, of the fact that Supplement No. 26 gave these men that additional $20.00 per month from November 1, 1919, making their minimum rate $85.00 per month for their duties as porters only, and that during the greater part of the period June 1, 1918 to November 1, 1919, these men were doing the work of front brakemen in addition to their duties as porters.

The mere statement of the proposition you suggest shows its absolute injustice, and were it not for the fact that I wish to exhaust every means to an adjustment of this matter without recourse to the courts, I would not even present it to my clients.

Very truly yours,

(Signed) J. L. Long.

JLL*H

Richmond, Va.

June 8, 1920.

In re claims of train porters of the Atlantic Coast Line Railroad for back pay from June 1, 1918 to August 5, 1919, in accordance with the provisions of Supplement No. 12 to General Order No. 27.

Hon. John Barton Payne,
Director General,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

Under date of May 25th, 1918, General Order No. 27 was issued. One of the provisions of that order was as follows:-

"Article VI. - Colored Firemen, Trainmen, and Switchmen.

Effective June 1, 1919, colored men employed as firemen, trainmen, and switchmen shall be paid the same rates of wages as are paid white men in the same capacities."

The Atlantic Coast Line Railroad, in common with other roads of the Southern Region and of the Southwestern Region, employs a class of colored trainmen called "train porters". From time immemorial until a dispute arose as to the rate of compensation to which these men were entitled, in addition to their duties as porters, they performed the duties of "front brakemen."

When these men were paid in July, 1918, for work done in the month of June, 1918, they were disappointed in their expectation that their pay would be the same as their fellow white brakemen. They applied to the management with a claim for brakemen's pay, which was refused. On November 27th, 1918, they appealed to Mr. McAdoo, then Director General, and on December 2nd, 1918, Supplement No. 12 to General Order No. 27 was issued. A short time thereafter Mr. McAdoo severed his connection with the Railroad Administration and the railroads of the Southern Region, in the main, have successfully resisted the order of Supplement No. 12.

On February 6th, 1919, the General Manager of the Atlantic Coast Line Railroad issued directions for the spplication of Supplement No. 12, in accordance with his interpretation of the order, that interpretation as stated in a letter of Mr Lyman Delano, Federal Manager, under date of March 8th, 1919, being as follows:-

"Where there is no white flagman or brakeman on a train and the negro porter performs the flagman's or brakeman's work, he will be paid the brakeman's rate. Where there is a white brakeman or white flagman and a negro porter on a train, the porter will, of course, be paid the porter's rate."

This position was reiterated from time to time through the summer of 1919 by Mr. Delano in letters to the train porters, and on August 5th, 1919, an order was issued curtailing the duties of the train porters in question. On August 27th, 1919, a committee of the train porters called upon Mr. Delano in an effort to arrive at some settlement, and was referred by him to Mr. P. R. Albright, General Manager, as having full authority to deal with the matter. Mr. Albright denied the right of the train porters to additional compensation under Supplement No. 12 and refused to join in a statement for submission to the Director of the Division of Labor in accordance with Supplement No. 6 to General Order No. 27. Thereupon, under date of September 8th, 1919, acting upon a suggestion from the office of the Director of the Division of Labor, the train porters of the Atlantic Coast Line Railroad, through their duly authorized representatives, submitted to the Director of the Division of Labor, in lieu of the joint statement required by Supplement No. 6, a statement of their own case together with the position of the management of the Atlantic Coast Railroad, as disclosed by letters from the Federal Manager and in a personal interview with the General Manager.

This statement was accepted by the Director of the Division of Labor for consideration, and about Nov. 1st, 1919, his report and recommendation, were submitted to the Director General, and by him referred to the Division of Operation for further investigation, report and recommendation.

The Division of Operation also went fully into the matter and presumably concurred in the recommendation of the Division of Labor, which upheld the claims of the train porters, and on December 18th, 1919, instructions were issued from the office of the Division of Operation to Mr. B. L. Winchell, Regional Director of the Southern Region, which the train porters supposed were definite and positive that their claims should be paid.

Much correspondence has been had with Mr. Winchell, Mr. Delano, Mr. Albright, and many conferences held with Mr. C. S. Lake of the Division of Operation since that date, and still there has been no adjustment of the claims of these men. In the last conference held with Mr. Lake, May 11th, 1920, he suggested that he would be willing to recommend that the claims of the Atlantic Coast Line train porters be adjusted upon the basis of $20.00 per month per man from January 1, 1919 to November 1, 1919.

Respectfully submitted,

(Signed) J. L. Long, Counsel.

DIVISION OF LABOR

Waycross, Ga. February 19th, 1919.

Mr. W. S. Carter,
Chairman Board of Labor,
Washington, D. C.

FEB 24 1919

Dear Sir:-

The Atlantic Coast Line R. R., is not complying with the supplement to order No. 27 isued by the Dirrector General, regarding the increase granted Train Porters.

We perform the service mentioned in supplement to General Order No. 27, and are not receiving the rate specified, and have not been paid the back time which is due us. We have handled the matter with the Officers of the Co., and have not been given any satisfaction about the matter, therefore, we trust that you will be good enough to handle the matter for us, and will thank you.

Yours very truly,

Wm Jones 81 Brewer st

Chairman for Train Porters.

March 1, 1919.

File E-38-11

Mr. Wm. Jones,
81 Brewer St.,
Waycross, Georgia.

Dear Sir:

This will acknowledge receipt of your communication of the 19th ultimo, addressed to Mr. W. S. Carter, with reference to the increases granted train porters.

I note you state the Atlantic Coast Line is not complying with the supplement granting increases to train porters. Do you mean that supplement which deals with train porters who are really doing the work of a brakeman? Are the men you represent doing this sort of work?

Please give me details as to what they are doing, and I shall then be in a better position to advise you definitely.

Very truly yours,

J. A. FRANKLIN

7-og

E 38-11

Waycross, Ga. March 5th, 1919.

Mr. J. A. Franklin, Asst. Director,
Washington, D. C.

Dear Sir:-

Replying to your letter of March 1st in regard to wages paid Train Porters.

DIVISION OF LABOR.

The Train Porters perform the following service;

Switch cars, inspect cars when picked up on line of road.

Use hand and lamp signals to direct the movement of trains.

Open and close switches.

MAR 10 1919

Couple and uncople cars and engines, couple and uncouple Steam and Air hose?

The above service is required of all Train Porters in addition to service as Porter.

The Officials of the road are interpreting Suppliment No. 12 to General Order No. 27 to apply only to Porters on trains where no flagmen are assigned.

You will find upon investigation that all Porters on the Atlantic Coast Line perform all service mentioned in suppliment No. 12.

Yours truly, Wm Jones

Chairman Train Porters.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON

DIVISION OF LABOR
W. S. CARTER, DIRECTOR

J. A. FRANKLIN
G. W. W. HANGER
ASSISTANT DIRECTORS

March 1, 1919.

File E-38-11

Mr. Wm. Jones,
81 Brewer St.,
Waycross, Georgia.

Dear Sir:

This will acknowledge receipt of your communication of the 19th ultimo, addressed to Mr. W. S. Carter, with reference to the increases granted train porters.

I note you state the Atlantic Coast Line is not complying with the supplement granting increases to train porters. Do you mean that supplement which deals with train porters who are really doing the work of a brakeman? Are the men you represent doing this sort of work?

Please give me details as to what they are doing, and I shall then be in a better position to advise you definitely.

Very truly yours,

J. A. Franklin

7-og

March 14, 1919.

File E-38-11

Mr. Wm. Jones,
81 Brewer St.,
Waycross, Ga.

Dear Sir:

This will acknowledge receipt of your communication of the 5th instant, addressed to the writer, with further reference to the increases granted train porters.

If there are any injustices in or misapplications of the wage orders, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad, and failing a personal settlement, that the matter be handled through your organization, if you belong to one, and if not, I would suggest that a joint statement of fact be prepared, in accordance with the provisions of Supplement No. 4 to General Order No. 27, copy attached, and upon receipt of such a statement in this office, the matter will receive further attention.

Very truly yours,

J. A. FRANKLIN

7-cg
Enc.

E-381-a

C/

Waycross Ga
Apr. 12 - 1919=

Mr. J. A. Franklin.
replying to your letter
of March the 7th inclose
you will find a copy
which I sent the
F. Mgr. of The A.C.L.
& up to date have been
unable to hear from
him. it is our contention
That where a man
is required & preform
The Service out lined
in suplement #12
shall be ~~paid~~ desagnated
& paid as brakeman
This we can prove by
any white Train Crew
That we run with.

DIVISION OF LABOR
APR 13 1919

that This is our duty.
on all runs. where
There are flagman
The runs where no
flagman are assign
The baggage man
acts as flagman
& The Porter as head
brakeman where
There is a flagman
The Porter acts as
head brakeman Till.

Trusting you will
give This your Earliest
attention.

I am yours
Very Respt.
Wm Jones
810 Brewer St
Waycross Ga

COLORED ORGANIZATION OF RAILWAY TRAINMEN

TRAIN) PORTERS AND BRAKEMEN, Of The
ATLANTIC COAST LINE RAILROAD.

Wm Jones
8I Brewer Street

Waycross Georgia
April I2th I9I9.

Mr J.A. Franklin,
Assistant Director.
DIVISION Of LABOR
U.S.Railroad Adm'On.
Washington D.C.

Dear Sir :---

The Train)Porters, or HeadBrakemen of Passenger Trains preziding in this District; and employed by the Atlantic-Coast Line Railroad in these Capacities of service; has ortherize me as a hold , under the Above Heading to write you and ask you as to what step ; or has there been any Dicision made in force to compel the Officials of this Road to Pay all the Train)Porters the rate of Pay as accorded in Supplement No I2 to General Order No 27.

Our general Secretary stated he sent youall a lette r from Mr Lyman Delano , the Federal Manager of this Road, which refuse to,Pay all the Train)porters, this Rate of pay except those where there are no,White Flagman or Brakemen.

Also we learn that he Personally appeared before Mr W.S. Carter, the Director and sworn on the I2th day of March that he and Every Train-Porter, in this System was intitle to Pay as accorded in Supplement No I2 to General Order No27.

This we all can approve.

I have been employed, inthis capacity of service for quite a number of years and knows what my duty and oters that works opsit me .

We have been waiting long and is found waiting stil l for to get whats right . We still feel asure that youall would not dare to let the Officials of this Road treat us so unjust and let them continue to do so .

We thought when we made an approvel, and sent befor e you our reperzentive you would have not let this go on any long er; Therefor we ask that you will Please have the matter Properly Adjusted and errace this rank injustic.

Hope to here from you at once
by return mail; if you dezire that we send another committee before you Advise me of same at once.

I Awaits your reply:-----

Sign:---- Wm Jones

81 Brewer Street,

Waycross, Ga. March 17th, 1919.

Mr. Lyman Delano, F. Mgr; A.C.L.R.R.,

Wilmington, N. C.

Dear Sir:-

I wish to bring to your attention, the question of increases granted Train Porters, by the Director General of Railroads.

The Train Porters have not received the rate of pay provided for in supplement No. 8 to General Order No. 27, therefore, I am writing you witht the hopes that the matter can be adjusted at an early date, if not, then we will be compelled to appeal the case to the Division of Labor.

Trusting that you will favor me with an early reply, I am,

Yours truly,

Chairman for Train Porters.

April 16, 1919

E-38-11 - A

Mr. Wm. Jones,
81 Brewer St.,
Waycross, Ga.

Dear Sir:

This will acknowledge the receipt of your letter of April 12, with further reference to increases granted train porters.

The application of Supplement #12 has been delayed, due to the fact that when the practical application of the wage order was attempted it was found that the situation in some instances was such that in order to do justice to all concerned the wage order should be reviewed and this is what is happening to it, and what has delayed its application.

Just as soon as a definite line of action has been decided on every one interested will be advised through the usual channels.

Very truly yours,

J. A. FRANKLIN

Assistant Director.

7-1918

E 38 11-a

81 Brewer st
Waycross Ga
July 14 - 1919

Mr J. A. Franklin
Assistant Director
of Labor.

Dear Sir-

Please advise if what disposition if any has been made of Supplement #12 being put on force

DIVISION OF LABOR
JUL 17 1919

Trusting to hear from soon. I am yours
very Respt
W. Jones 81 Brewer st

July 22, 1919.

E-38-11-A

EXTRA COPY

Mr. William Jones,
81 Brewer St.,
Waycross, Ga.

Dear Sir:

This will acknowledge receipt of your letter of July 14th with regard to the application of Supplement No. 12.

If you know of any cases where Supplement No. 12 has not been applied, I wish in each case you would let me have full information with regard to the men's names, their addresses, the runs to which they are assigned and tables setting forth the work that they do, which should bring them within the scope of the Supplement, also giving the names of the men who instruct them to perform those duties.

Yours truly,

J. A. Franklin

7-ac

Form G-76.

E-38-11-a

DIVISION OF LABOR.

81 Brewer Street,
Waycross, Ga. August 4th, 1919.

Mr. J. A. Franklin, Asst. Director,

Washington, D. C.

AUG 12 1919

Dear Sir;-

file E-38 11-a

Replying to your letter of July 22nd in regard to the application of Supplement No. 12.

Supplement No. 12 has not been applied in any case where white flagmen are employed, I was assigned to run between Waycross, Ga. and Montgomery, Ala. up untill January 1st 1919, and from January 1st untill July 20th I was assigned to run between Waycross, Ga. and Thomasville, Ga., performing the following service viz, coupleing and uncoupling cars and engines., Hose and chain attachments thereof., Switching cars. Giving hand and lamp signals effecting the movement of train., Cooling hot journals and putting in new brasses., Giving signals by the air appliance, and in fact performing every duty that is required by the Atlatic Coast Line R. R. of a brakeman.

This service has been required of train porters for many years by the officials of the road. On July 20th this year instructions was issued by the management of the road for the train porters to discontinue the service of brakeman and are now requiring the Baggagemaster to leave his car and through the switches and coupple and uncouple cars and engine and perform all the service of brakeman, that prior to July 20th was performed by the train porters.

I have not yet been paid the rate provided for in Supplement No. 12, and if necessary I san furnish you with statements from other members of the crews.

Thanking you in advance for any assistance you may give me in collecting the amount due me.

Yours Very truly,

Will Jones

Train Porter.

WAYCROSS, GA.

August 29, 1919.

E-38-11-A

FILE

Mr. Will Jones,
81 Brewer Street,
Waycross, Ga.

Dear Sir:

This will acknowledge receipt of your letter of the 4th instant with reference to the application of Supplement No. 12.

Kindly furnish me with information as to the runs you have been assigned to on which you render service that would bring you within the scope of Supplement No. 12, together with an account of such services as you perform, together with the names of officers of the railroad who may have directed you to render services of that sort.

With this information I shall be able to discuss the matter intelligently with the Federal Manager.

Yours truly,

J. A. Franklin

7-ac

COPY

Form G-77.

DEPARTMENT OF LABOR.
SEP 25 1919

81 Brewer Street,
Waycross, Ga. Sept. 16th, 1919.

Mr. J. A. Franklin, Asst. Dirrector,
Washington, D. C.

Dear Sir:-

Referring to your letter of August 29th, file No. E-38-11-A and in reply I beg to advise that I was assigned to run on trains No. 189 and 180 between Waycross, Ga. and Montgomery, Ala. I performed the following service viz; opened and closed switches, couppled and uncoupled cars, hose and chain attachments thereto, brassed cars, inspected cars picked up, give hand and lamp signals effecting the movements of train. I was dirrected to render this service by Superintendent Mr. O. T. Waring, of Waycross District and Mr. J. A. Bowdion, of the Montgomery District.

As further evidence that I performed service which brought me within the scope of supplement No. 12, I wish to state for your information that on July 20th, 1919, I received instructions from the Superintendent to discontinue throwing switches and giving signals and to turn over switch key to the conductor. Instructions was issued on the above date requiring the Baggagemaster to perform the service which I had hertofore performed.

I wish to refere you to Mr. R. H. Lanter, the Baggagemaster on the crew and Mr. R. H. Charles, Flagman, and Mr. C. L. Morgan, Conductor. as to the correctness of the above statements.

Trusting that this will be the necessary information that you desire and that the matter will be settled at an early date.

Yours truly,

Wm Jones.

Train Porter.

I think I am intitled to brakemans pay from June 1st. 1918 to July 20th. 1919.

E-38-11-A

FILE

October Eighth,
Nineteen Nineteen.

Mr. Wm. Jones,
81 Brewer St.,
Waycross, Ga.

Dear Sir:

Referring to your letter of September 16th addressed to Mr. J. A. Franklin, Assistant Director, with reference to your claim for back pay for services performed as passenger brakeman.

This is to advise you we are taking the matter up with the Federal Manager, and as soon as we have heard from him it will be further considered.

Yours very truly,

H. P. Daugherty

Assistant Director.

11-az

COPY

Form G-77

7—3676

E-38-11-A

October Eighth,
Nineteen Nineteen.

Mr. Lyman Delano,
Federal Manager,
Atnaltic Coast Line Railroad,
Wilmington, N.C.

Dear Sir:

We are in receipt of a letter from William Jones, train porter, in which he claims back pay under Supplement No. 12, from June 1st, 1918 to July 20th, 1918, on account of having performed the following services:

Opened and closed switches; coupled and uncoupled cars, hose and chain attachments thereto; brassed cars; inspected cars picked up; given hand and lamp signals effecting the movements of the train.

He states he was assigned to run on trains Nos. 189 and 180 between Waycross, Ga. and Montgomery, Ala., and also he was directed to render this service by Inspector O. T. Waring and J. A. Bowdion of the Montgomery District; and as further evidence that he performed this service which brought him within the scope of Supplement No. 12, he states on July 20th, 1918 he received instructions to discontinue throwing switches, giving hand signals, etc., and to turn the switch key over to the conductor.

Will you kindly investigate and advise me what action is taken.

Form G-77

Yours very truly,

H. P. Daugherty

Assistant Director.

Cc to Mr. B.L.W
inchell,
11-Regional Director.

COPY

FORM-703

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

ATLANTIC COAST LINE RAILROAD.

OFFICE OF FEDERAL MANAGER.

LYMAN DELANO,
FEDERAL MANAGER.

WILMINGTON, N.C. October 19th, 1919-s

DIVISION OF LABOR

OCT 20 1919

Mr. H. P. Daugherty,
Assistant Director, Division of Labor,
Washington, D. C.

Dear Sir: —

Replying to your letter of October 8th, file E-38-11-A in regard to claim of William Jones, train porter, for back pay under Supplement No. 12.

We have no rules prescribing duties in connection with the movement and handling of passenger trains for negro porters of the nature prescribed in Supplement 12 and referred to in your letter and while it may be possible that they perform some of these duties occasionally, it is at the direction of the Conductors, and this fact should not make it obligatory to rate them the same as "white brakemen and flagmen" who share with the Conductor the responsibility for proper protection and operation of the train.

Furthermore, in order to avoid the possibility of any such duties being performed by train porters, on May 8th, 1919, instructions were issued, by letter and verbally directing the classification of train porters under Supplement No. 12, and to see to it that porters were not required, on trains where they were paid only the porters' rates, to perform other than the porters' duties, except in cases of emergency and on July 12th, instructions were re-issued in accordance with advices from the Regional Director under date of July 9th, 1919.

The instructions above referred to probably are responsible for the positive directions received by Porter William Jones on July 20th, to discontinue any service he might have performed in connection with the actual operation of the train.

Recommendations as to settlement of this general question have been made to the Regional Director and Supplement No. 12 has been applied to all porters who performed the duties of brakemen, on trains where no flagmen were employed.

Yours truly,

Lyman Delano

Federal Manager-

E-38-11-4

November Fourth,
Nineteen Nineteen.

Mr. Wm. Jones,
81 Brewer St.,
Waycross, Ga.

Dear Sir:

With further reference to my letter of October 8th, relative to your claim for back pay for services performed as passenger brakeman.

As stated to you, we took this matter up with the Federal Manager and he advised that they have no rules describing duties in connection with the movement and handling of passenger trains for negro porters of the nature prescribed in Supplement No. 12, and while it may be possible that the porters perform some of these duties occasionally, it is at the direction of the conductors and this fact alone should not make it obligatory to rate them the same as white brakemen or flagmen who share with the Conductor the responsibility for proper protection and operation of the train.

Furthermore, in order to avoid the possibility of any such duties being performed by train porters, on May 8th instructions were issued, by letter and verbally, directing the classification of train porters under Supplement No. 12, and to see to it that porters were not required, on trains where they were paid only the porter's rates, to perform other than the porters' duties, except in cases of emergency, and these instructions were again issued on July 12th.

Form G-77.

He also states that the instructions above referred to probably are responsible for the positive directions received by you on July 20th, to discontinue any service you might have performed in connection with the actual operation of the train.

Yours very truly,

H. Daugherty

Assistant Director.

11/az

COPY

E-38-11-A

FILE

November Fourth,
Nineteen Nineteen.

Mr. Lyman Delano, Federal Manager,
Atlantic Coast Line Railroad,
Wilmington, N. C.

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of October 19th, replying to my letter of October 8th, in regard to claim of Wm. Jones, train porter, for back pay under Supplement No. 12.

COPY

Form G-77.

E-8076

119420

E 38-11-9

Waco, Texas.

10/7/1919.

DIVISION OF LABOR.

OFFICE DIRECTOR GENERAL OF RAILROADS

OCT 14 1919

OCT 14 1919

Mr. Walter D. Hines,
Director General of Railroads,
Washington, D.C.

Dear Sir:

We the Colored Passenger Brakemen on the Texas Central division of the M.K.T. lines of Texas, Have a wage grievanseto state tb you.

Said wage Grievance is as follows, on the 10th of Sept. 1919 it went into effect that white brekemen was put on all pasenger trains on said division, account of 8and 9 car trains and traffic so heavy.

In putting on the white brakemen the colored brakemen's salary was reduced from brakeman pay to $71.50 and we the colored brakemen still performing head end brakemen's duty, Such as opening and closing switches, coupling engine's takeing on engines, picking up and setting out cars. Such duties we are still performing as heretofore.

A commitee of three colored Brakemen went to the office of MR. J.W. Evans the division Supt. and had a talk with him about the matter and he informed us that such orders came from the General Supt. office Mr. H.E.McGee at Dallas,Texas.

Mr.J.W. Evans division Supt. made promises to us that he would see the General Supt.about the matter. So we taken him at his word and waited 10n days when the commitee called on him again they were made the same promise.

Mr. Hines we still have in our posession switch keys and everything it takes to perform Brakeman duties and still use such as we have always done.

Conductors place us as head end Brakemen and white Brakemen rear end.

Such duties we are performing each and every trip.

Mr. HInes we colored trainmen on this division are men in service on this division,of from one year to sixteen years.

We are men of families from three to eight in family, and unless we get some relief on this matter, We are compelled to leave the service of the company. One of our men have already quit the service on account of the reduction in wages.

On the last pay day we found our checks short on account of such reduction. in wages

We hope the Directing General will take some steps to relieve us at once. of such unfairness towards us. on Govement Rail Roads

Thanking you for an early reply, we are,

Respt. Yours,

J. Wells. Service 16 years
W.M. Sutton Service 10 years
S. Hamilton Service 11 years
J. Collins. 9 months
W. Willis Service 8 mo.

The Colored Trainmen.

address J. Wells. Passenger Brakeman
1001 South 10th
Waco
Texas

Enclosed you will find a letter to me from Supt Mr J.W. Eness in Regards of my time being short. we are not only doing Porters duties we are doing brakeman duties also

Waco, Texas, October 6, 1919.

File.....

SUBJECT: Supposed shortage in Check.

Jeff Wells,
Train Porter,
Waco, Texas.

Sir:-

Your letter of the 2nd relative to your pay check for the first half of September being somewhat short. As I notified you, you are strictly on porter's duties and your salary will be $71.50.

Yours very truly,

Dictated:
J.W.E;E.E

J W Ennis

E-38-11-a

160M-5-19-5576.

Form 817 Standard

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
MISSOURI, KANSAS & TEXAS RAILROAD
MISSOURI, KANSAS & TEXAS RAILROAD OF TEXAS

DIVISION OF LABOR
OCT 13

Waco Texas 10-8- 1919

Mr W.S. Carter
Director division of Labor
Wage board No. one. Washington D.C.

Dear Sir

We the colored trainmen on the Texas central district of the M.K.T. Lines of Texas. Will call your attention to our wages being cut from Brakeman pay to $71.50 per month. and we all still have in our possession switch Keys lanterns and book of Rules we will explain as follows on the 10th day of September this month it was put into Effect that white Brakemen be put on all passenger trains on said division which had not heretofore been only one colored so called train porter had to look after passenger train of 8 and 9 cars alone drawing brakemen pay. after putting on the white brakemen to assist in help handling said train by staying on Rear back and look after passengers getting off and on trains of the Rear cars. ~~and~~ the colored brakemen look

160M-8-19-5576.

Form 817 Standard

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
MISSOURI, KANSAS & TEXAS RAILROAD
MISSOURI, KANSAS & TEXAS RAILROAD OF TEXAS

_____ 191__

after head End such as Call Station in head car
handle baggage and express on Couple and couple
up engines. pick up and set out cars open
and close all switches on head End. such
duties we are performing under Conductors
orders. we was not notified by no one that
our Salary was cut. did not no it until
pay day. when we drew our check and found
them that. 3 of us went to the supt-
office Mr G.W. Evans and ask him about
it. and he told us that we was cut to $71.50
salary straight. we told him that we could not
work for that. the supt- Mr G.W. Evans said
to us that it was not his orders that such
order was handed him from Dallas office
which is the office of the General supt-
of the M.K.T. lines of Texas. Mr H.E. McCarter Gen.
Mr Carter all passenger trains leaving Waco
such as the M.K.T. main line. the Cotton Belt
the I.G.N. the S.A.&A.P. and H.T.C. all

100M-5-19-5576. Form 817 Standard

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
MISSOURI, KANSAS & TEXAS RAILROAD
MISSOURI, KANSAS & TEXAS RAILROAD OF TEXAS

191

have to each passenger trains one Rear end white Brakeman and one head end colored brakeman so called train porter. and each are performing the same duties with same pay according to suplement No 12 to general order. The supt Mr Ewen will say to us we only do porters duties and the conductors will have us to do all duties of train porter and Brakeman also and tells us we are working for them and not the supt. we then tell the supt of the conductors orders to us. and then the supt will tell us that we are working for the conductors. then we ask him why he dont pay us brakemen pay for performing such duties. then he tells us it is the order of the General supt of Dallas Mr H. E. McGee. Mr Carter one of our long servicemen have all ready quit account of such unfairness. and unless some action is taken at washington on this matter why the balance of us are compell to leave the service account of

Low wages we cannot live at such wages
and we as colored Passenger trainmen
of the G. C. division of the M K & T. of Texas
in service on this division from 1 year
to 16 years. do ask of the director
Mr W. S. Carter to please take some
action on this matter at once
We are due back pay from Aug 16 of September
pay checks we still hold our switch keys
and still using them each trip
We hope to here from you at once
yours Respt

Sign Jeff Wells
Wm Sutton
J. Collins
H Mason
S. Hamilton

answer.
J. Wells. 1001 South 10 st
Waco
Tex

DIVISION OF LABOR
OCT 14 1919

Waco Tex E-38-11a
10-10-1919

Mr W. S. Carter
Director General
Division of Labor
Washington D.C.

Sir
We the colored trainmen of the Texas Central Division of the M.K.T. lines of Texas did write you few days ago stateing to you the differance in wages that is being made between the colored Brakeman and white Brakeman on said division as named above. Since I wrote you a few days ago the second colored trainmen have quit ~~for such~~ account of wages cut ~~down~~ back to $71.50 as they were 2 years ago. although the white brakeman on passenger trains on this division

is drawing Brakeman pay and all
over time while the Colored Brakeman
is only allowed $71.50. straight with
no over time. and we Colored so called
train Porters are the first on duty and
the last of the crew off duty
Mr Carter another clause allow me
to state to you. the 2 passenger Runs
that the 2 Colored Brakeman gotten off of
why the second white Brakeman went
on in there places and each of them
drawing Brakeman pay and the other
3 passengers Runs where there is one
white Brakeman and one Colored Brakeman
the white Brakeman drawing Brakeman
pay and all over time and the Colored
Brakeman $71.50 no over time.
Enclosed Mr Carter. you will find
a Bulleton letter that each Conductor
Received from the office of Mr J. W.
Evens the Supt. telling them what

they must do in regards to our duties. On the morning of October the 8th My Conductor called my attention to this letter and Orderd me not to do any Brakeman duties. and said to me that such disserimination aught to be taken up with washington at once. Mr Carter each of us colored are men of famileys from 3 to 6 in family and it is impossible for us to live on $7.150 cts per month. We hope that the Director Division of labor will take some action at once for us as it is ~~bad~~ disserimnating the worst kind

We hope to here from you by Return mail

Jeff Wells 16 years
W M. Sutton 11 years
J Collins 8 mo
S. Hamilto 10 years
H Grason 8 mo
H Marshall 2 year

10-10-1969

WOC 7

Mr Carter
this is a copy
to the
Bulletin - letters
that each Conductor
Received in Regards
to our working conditions
Respect
Jeff Wells
Chairman
1001 South 10th
WOC
7

WAR CAMP COMMUNITY SERVICE

for

War Department and Navy Department
Commissions on Training Camp Activities

SURROUND THE CAMPS WITH HOSPITALITY

115 No. E[redacted]

Colored Community Center
113 Bridge Street, Waco, Texas
W. L. DANSBY, Secy.

Waco, Texas. 191
October 7th, 1919.

m file .....509.

Subject - Limits of Train Porters' Duties on Texas Central District.

Messrs-
W.C.Holt, Waco.
R.H. Hooper, Waco.
W.L. Surber, Waco
W.Wright, Waco.
O.R.Belcher, Waco.

Gentlemen,

As information I am quoting below letter from Mr. McGee relative to the limit of Train Porters' duties on the Texas Central District, which you will please be governed accordingly and arrange to put in effect at once in accordance with my previous bulletin.

"Concerning the limit of Train Porters' duties in Texas Central District",
We will continue to handle as at present that is, the Porters will not be permitted to handle switches, do switching, give signals, etc., but you may arrange to relieve the Brakeman from duty of remaining on rear of passenger train, but instead let Conductor use him to best of advantage, holding Conductor responsible for proper operation of train."

I would be glad, however, to hear from you gentlemen on this subject. Porters on Texas Central trains will be required used exclusively as porters.

Yours very truly,

FURNISHED BY THE WAR CAMP COMMUNITY SERVICE FOR THE USE OF SOLDIERS, SAILORS AND MARINES
PLEASE USE BOTH SIDES OF THE SHEET

119420

October 13, 1919.

Dear Sir:

This will acknowledge receipt of communication of the 7th inst., signed by yourself and others, presenting a grievance of the colored passenger brakemen on the Missouri, Kansas & Texas Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. J. Wells,
1001 South 10th St.,
Waco, Texas.

C.R.

E-38-11-A

FILE

October Sixteenth,
Nineteen Nineteen.

Mr. J. Wells,
1001 South 10th St.,
Waco, Texas.

Dear Sir:

Referring to communication of October 7th addressed to Mr. W. D. Hines, Director General, which has been referred to the Division of Labor, signed by yourself and four other trainmen -- with reference to your classification and rate of pay for services performed on the Missouri, Kansas & Texas Railroad of Texas.

Please be advised I am taking this matter up with the Federal Manager, and as soon as I hear from him you will be advised further.

COPY

Yours very truly,

H. P. Daugherty

Assistant Director.

ll/az

Form G-77

COPY

Waco, Texas.
10/7/1919

Mr. Walter D. Hines,
Director General of Railroad,
Washington, D.C.

Dear Sir:

We the colored passenger brakemen on the Texas Central Division of the M.K.T. lines of Texas, have a wage grievance to state to you.

Said Wage Grievance is as follows: On the 10th of September, 1919 it went into effect that white brakemen was put on all passenger trains on said division, account of 8 and 9 car trains and traffic so heavy.

In putting on the white brakemen the colored brakemen's salary was reduced from brakemen pay to $71.50 and we the colored brakemen still performing head end brakemen's duty, such as opening and closing switches, coupling engines, taking on engines, picking up and setting out cars. Such duties we are still performing as heretofore.

A committee of three colored brakemen went to the office of Mr. J. W. Evans the Division Superintendent, and had a talk with him about the matter and he informed us that such orders came from the General Superintendent's office, Mr. H. E. McBee of Dallas, Texas.

Mr. J. W. Evans, Division Superintendent made promises to us that he would see the General Superintendent about the matter, so we taken him at his word and waited ten days when the committee called on him again they were made the same promise.

Mr. Hines we still have in our possession switch keys and everything it takes to perform brakeman duties and still use such as we have always done. Conductors place us as head end brakemen and white brakemen rear end. Such duties we are performing each and every trip. Mr. Hines, we colored trainmen on this Division are men in service on this Division, of from one year to sixteen years. We are men of families from three to eight in family, and unless we get some relief on this matter, we are compelled to leave the service of the company. One of our men have already quit the service on account of the reduction in wages.

Form G-77 On the last pay day we found our checks short on account of such reduction in wages. We hope the Directing General will take some steps to relieve us at once of such unfairness towards us on Government Railroads. —8675

Thanking you for an early reply, we are

Respt. Yours,

(Sgd) J. Wells, Service 16 years (Sgd) W.M. Sutton Service 10 years
" S. Hamilton, Service 11 years J. Collins, 9 months
W. Willison, Service 8 mos.

The Colored Trainmen.

Addre ss J. Wells, Passenger Brakemen,
1001 South 10th St.,
Waco, Texas.

Enclosed you will find a letter to me from Supt. Mr. W. W. Evens in regards of my time being short. We are not only doing Porters duties, we are doing brakeman duties also.

* *

COPY

Waco, Texas, October 6, 1919.

File * * * * * * * * *

SUBJECT: Supposed shortage in check.

Jeff Wells,
Train Porter,
Waco, Texas.

Sir:-

Your letter of the 2nd relative to your pay check for the first half of September being somewhat short. As I notified you, you are strictly on porter's duties and your salary will be $71.50.

Yours very truly,

(Sgd) J. W. Evans,

Dictated:
J.W.E.E.E.

COPY

Form G-77

FILE

E-38-11-A

October Sixteenth,
Nineteen Nineteen.

Mr. C. E. Whitehead,
Federal Manager,
M.K. & T. Railroad of Texas,
St. Louis, Mo.

Dear Sir:

I am enclosing herewith copy of a letter received by the Director General, dated October 7th and signed by Mr. J. Wells and others, presenting a grievance of the colored passenger brakemen on the M.K. & T. Railroad of Texas.

Will you kindly investigate this matter and advise me what action will be taken?

Yours very truly,

H. P. Daugherty

Assistant Director.

ll/az

Cc to Mr. B.F. Bush,
Regional Director.

COPY

Form G-77

E-38-11-A

DIVISION OF LABOR.

M

Waco Tx

File E.-38-11-A

10-22-1919

OCT 27 1919

Mr H. P. Daugherty
Assistant Director

Sir

Recieved your letter of October 16th today.
we the Colored trainmen on T. C. Division of the M K T. of Texas will State to you as follows
on the 14th day of October the Supt- Mr J. W. Ceneus of said Division did notify we Colored trainmen ~~on~~ that our Salary had been Raised back to Brakeman pay as it had been before. we are all at work at Presant

We do hornestly thank the Director Generals office for such Kindness

Respt yours
J. Wells
1001 South 10 st
Waco Tx

E-38-11-A

FILE

October Thirtieth,
Nineteen Nineteen.

Mr. C. N. Whitehead, Federal Manager,
Missouri, Kansas & Texas Railroad,
St. Louis, Mo.

Dear Sir:

With further reference to my letter of October 16th, with which I enclosed copy of a letter received by the Director General dated October 7th signed by Mr. J. Wells and others, presenting a grievance of the colored passenger brakemen on the Missouri, Kansas & Texas Railroad of Texas, and asking that you kindly investigate the matter and advise me what action was taken.

We are just in receipt of a communication from Mr. J. Wells under date of October 22nd, in which he states that on October 14th Mr. J. W. Evens, Superintendent of the Texas Central Division notified the colored trainmen that their salaries had been restored to that of brakemen, and that they are all again at work.

This for your information.

Yours very truly,

H. P. Daugherty

Assistant Director.

COPY

Form G-77

2—8675

11/az

E-38-11-A

FILE

October Thirtieth,
Nineteen Nineteen.

Mr. J. Wells,
1001 South 10th St.,
Waco, Texas.

Dear Sir:

I wish to acknowledge receipt of your letter of October 22nd, answering mine of October 16th, with reference to classification and rate of pay of colored trainmen for services performed on the Missouri, Kansas & Texas Railroad of Texas, and I am glad to note that the question has been disposed of satisfactorily by Mr. J. W. Evens, Superintendent of the Texas Central Division.

COPY

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

Form G-77

2—8675

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SOUTHWESTERN REGION

MISSOURI, KANSAS & TEXAS RAILROAD
MISSOURI, KANSAS & TEXAS RAILROAD OF TEXAS
WICHITA FALLS & NORTHWESTERN RAILROAD
MISSOURI, OKLAHOMA & GULF RAILROAD
OKLAHOMA BELT RAILROAD

C. N. WHITEHEAD,
FEDERAL MANAGER

RAILWAY EXCHANGE BLDG.,
ST. LOUIS, MO.

Nov. 6, 1919

A-19

DIVISION OF LABOR

NOV 10 1919

Mr. H. P. Daugherty,
Asst. Director, Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

Referring to your letters of October 16th and 31st, file E-38-11-A, relative to grievance of colored passenger trainmen on MK&T of Texas, which was presented by J. Wells and others in letter dated Waco, Texas, October 7th, addressed to the Director General:

My investigation of this matter developed that on September 10th, white brakemen were put on trains on Texas Central District of the MK&T of Texas, and while porters were also used, they were not required to perform the duties of brakemen, resulting in reduction of their salary to $71.50 per month. However, in view of the heavy passenger traffic on district mentioned above, it became necessary for porters to perform the service of brakemen, and on October 11th there was a resumption of former arrangement whereby porters were used to assist in the handling of switches,

giving signals, etc., and arrangements were accordingly made for the restoration of brakeman's rate to cover this service, which adjusts the controversy to the satisfaction of all concerned.

Yours truly,

C W Whitehead

Cy. Mr. B. F. Bush

E-38-11-A

FILE

November Thirteenth,
Nineteen Nineteen.

Mr. G. N. Whitehead, Federal Manager,
M. K. & T. Railroad of Texas,
Railway Exchange Bldg.,
St. Louis, Mo.

Dear Sir:

I wish to acknowledge receipt of, and thank you for, your letter of November 6th, your file A-191 answering my letters of October 16th and 31st, relative to grievance of colored passenger trainmen on M. K. & T. of Texas, which was presented by J. Wells and others in letter dated Waco, Texas, October 7th, addressed to the Director General -- and note that in view of heavy passenger traffic on the district mentioned above it became necessary for porters to perform the duties of brakemen, and on October 11th there was a resumption of former arrangements whereby porters were used to assist in the handling of switches, giving signals, etc., and arrangements were made for the restoration of brakeman's rate to cover this service, which adjusts the controversy to the satisfaction of all concerned.

Yours very truly,

H. P. Daugherty

Assistant Director.

COPY

Form G-77 11/az

2—8675

2 38-114

DIVISION OF LABOR. 124038

New York City, Nov.. 10th 1919.

Mr Walker D Hines
Director General of Railroads
Washington, D.C.,

NOV 11 1919

Dear Sir:-

I am employed as a train porter in the dining car department of the New Yofk Central railroad, operating between New York and Buffalo, and after waiting several months hoping for an adjustment of my wages I find myself without any increase in salary what-ever.- I have taken the matter up with the officials of my department and am advised by them that there is no ruling as to the status of my case and that they have no authority to allow me any increase.- I work 26 days each 30 day month, making a monthly average of II388 miles, and my average time on duty is II hours and 20 minutes each working day; All other dining car employees with whom I work have not only received a substantial increase in pay since the government took control of the railroads but they get extra mileage for all mileage made in excess of 11000 miles per month.- The regular train crews with whom I work make a monthly mileage of 7884 miles as compared to my 11388 miles and they work 18 days while I am working 26 days; They also have received very liberal advances in pay during the past year.- In view of the fact that I have been employed on the N.Y.C.railroad for over 30 years (putting in 27 years of service on one train) I cannot help but feel that I have been rather unfairly

dealt with, in the matter of compensation, as I not only have always tried to give the N.Y.C. the best service I knew how but during the strenuous months through which we have just passed I put forth every effortr to serve my country as best I could and not only gave my time but "did my bit" by subscribing to each "Liberty Loan" that came out; In order to do this I had to deny myself in every way, in order to pay for the bonds which I purchased and for which I am still paying; When I subscribed for the bonds I had every reason, as I supposed, to beleive that I would receive a substantial increase along with all of the other R.R. employees and I was sorely disappointed when informed there was no increase granted in my case.- Under the circumstances I have no recourse left but to appeal to you and I wish to make it clear that this is not in the nature of a complaint or a demand - Merely an appeal for your consideration and if you find that my years of service and my position do not warrant an increase in pay - Al well and good - I shall continue to do the best I can and if on the other hand you find that I am entitled to an increase in pay - I Thank You .- Thanking you in advance for your kind consideration and trusting that I may hear favorably from you, I remain, Very truly yours,

Chas. Reed

#243 West Kings Bridge Road,
New York City,
N. Y.

124038

November 11, 1919.

Dear Sir:

I am acknowledging for the Director General your letter of the 10th inst., advising that you have not received an increase for services as train porter in the Dining Car Department of the New York Central Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Chas. Reed,
243 West Kings Bridge Road,
New York City.

C:EW

November 14, 1919.

E-38-11-A

FILE

Mr. Chas. Reed,
243 West Kings Bridge Road,
New York City.

Dear Sir:

This will acknowledge receipt of your communication of November 10th to the Director General relative to adjustment of your wages as dining car porter in the employ of the New York Central Railroad.

I am enclosing herewith copy of Supplement No. 18 to General Order No. 27, which covers your class of service.

Should, however, any injustices or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employes. Should you not belong to an employes organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office, the matter will have prompt attention and an adjustment be effected.

COPY

Form G-77

2—8675

Yours very truly,

J. A. Franklin

12-IC
Enc.

E-38-11-a

[redacted]

109759

Chattanooga, Tennessee August 15th, 1919.

DIVISION OF LABOR

Mr. Walker D. Hines,

Director General,

Washington, D.C.

AUG 18 1919

Dear Sir:-

I am taking the liberty of writing you in behalf of the train porters of the Memphis Division of the Southern Railroad myself being one of the number.

AUG 18 1919

My communication will be a simple appeal to your sense of honor, and fairness for justice, and a square deal for ourselves, I cannot believe that you fully understand the unfair canditions under which we are working, or you would not allow them to exist.

Taking myself for an example, I earn $2.18. cents per day, am required to present a neat clean appearance at all times, provide the necessities of life for myself, wife, and child, do you see how it can be done? with prices for all feed stuffs going up by bounds daily.

We are at a loss to understand why we should be discriminated against, when all other classes of colored labor have been advanced steadily, take for instance "Station Porters" who spend every night at home, are not put to half the expense we are, these porters are receiving over one hundred dollars a month for their services.

We cannot believe that it is your wishes that we receive barely enough to keep body, and soul together, but rather are of the belief that you have not been fully acquainted with conditions as they really exist.

I respectfully call your attention to Mr. McAdoo's Supplement No. 12, to general order No. 27, dated December, 2nd. 1918, there is no court of justice in the land that would not award us our rightful back pay in accordance with this order, but it isnt our desire to resort to any legal proceedings, believing that you will see that we are given full justice, and a living wage scale, once you are in posession of the real facts in our case.

We have been the most loyal, faithful employee's in the service, never causing any trouble, making any demands, nor doing one single thing to harrass the Administration, on the other hand we have done our duties cheerfully, conscienciously, and faithfully, Do you not think we are entitled to just a little consideration, when all other branches of the service have been steadily increased?

We realize we are helpless, we have no organization to made demands for us, we have lived under the belief that this was not necessary, we would get justice without it.

I respectfully ask you if you do not believe it would be more to the interest of the Administration, to the service, to every one concerned, to pay us a living salary, allow us to perform the same duties we have always performed, rather than have us merely play the role of an ornament? and create a feeling of unrest, and antagonism toward the Administration by the others comprising the train crews.

The recent change in dutiew is creating a spirit of discontent that will take form in a manner calculated to cause serious trouble in the near future? I am not telling you this with any desire to unduly influence you in our behalf, or in any sense of the word to be construed as a threat, just want to put you in full posession of the facts, as they really exist.

If you will give this subject a few moments of your valuable time, I assure you we will more than appreciate anything you will see fit to do for us.

Respectfully yours,

Alex Marshall

707 Grove Street Decatur Alabama

109759

August 18, 1919.

Gentlemen:

This will acknowledge your letter of the 15th inst. to the Director General urging that train porters on the Southern Railroad be granted an increase in pay and back pay.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. G.

Mr. Alex Marshall,
707 Grove Street,
Decatur, Alabama.

Y*W

August 19, 1919.

E-38-11-A

FILE COPY

Mr. Alex. Marshall
707 Grove St.,
Decatur, Alabama.

Dear Sir:

This will acknowledge receipt of your letter of August 15th to the Director General, with reference to rate of pay you should receive as a train porter.

I understand you are claiming an increase under Supplement No. 13 and would say that where any injustice in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employes' organization then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

If you are not able to adjust your case in line with the above, and are actually performing trainman's service. I wish you would tell me what your run is and the train you are employed on and I will take the matter up with the Federal Manager. It will be necessary also for you to advise me who instructed you to perform duties of a flagman or brakeman.

Form G-77. 2—8878

Very truly yours,

J. A. Franklin

S-AGH.

Mobile Alabama.
August 27. 1919.

19

L-30

AUG 29 1919

DIVISION OF LABOR.

Mr. J. A. Franklin.
Washington, D.C.

Dear Sir:-

Hereby acknowledging your letter August 19th. your File E-38-11-A., wish to for your information. we have no organization. it would be almost impossible to act upon your suggestion. for simple reason. the men involved in this matter cannot be gotten as we have no representative go among them get the necessary data for appointment. it is easy accessible to your department however as in the case of the white trimmers who were not called upon to furnish this information same was given by the respective local department heads.

we have not been performing trimmers duties since July 26th. prior to that date however. we were. and we feel that we are entitled to back pay from January 1918. as per Mr.

Service, received for the second
this order.

My run is from Chattanooga Tenn
to Fuscumbia Alabama. 170 miles. for which
I receive $2.18 per trip.

My appeal to you is
for a living wage scale, you can
readily see the impossibility of a person
with a family, being able to live
on this salary. I respectfully ask
you do not think we are
to the payment of back time
outlined in this letter.

We are helpless with
recourse still I cannot believe it is
your intention or the intention of
your department that we should be
unjustly discriminated against. once you
are in possession of the real
facts.

We ask you not thoroughly
investigate our case. advise me if there
is any relief in sight for us?

Very truly yours

Alex Marshall

707 Grove Street
Decatur, Alabama

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON August 19, 1919.

DIVISION OF LABOR
W. S. CARTER, DIRECTOR

J. A. FRANKLIN
G. W. W. HANGER
H. P. DAUGHERTY
ASSISTANT DIRECTORS

In your reply refer to File

E-38-11-A

Mr. Alex. Marshall
707 Grove St.,
Decatur, Alabama.

Dear Sir:

This will acknowledge receipt of your letter of August 15th to the Director General, with reference to rate of pay you should receive as a train porter.

I understand you are claiming an increase under Supplement No. 12 and would say that where any injustice in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employes' organization then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached such statement to be signed by employees and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

If you are not able to adjust your case in line with the above, and are actually performing trainmen's service. I wish you would tell me what your run is and the train you are employed on and I will take the matter up with the Federal Manager. It will be necessary also for you to advise me who instructed you to perform duties of a flagman or brakeman.

Very truly yours,

J. A. Franklin

S-AGH.

E-38-11-A

Sept. 5, 1919.

FILE COPY

Mr. E. H. Coapman, F. M.,
Southern Railroad,
Washington, D. C.

Dear Sir:

I am in receipt of a communication from Mr. Alex. Marshall, 707 Grove Street, Decatur, Alabama, who is employed as train porter on the Memphis Division of the Southern Railroad. Mr. Marshall complains that Supplement No. 12 has not been applied to his position. He states that he only receives $2.18 per day. His run is from Chattanooga, Tenn., to Tuscumbia Alabama.

Mr. Marshall has not given the details of his employment, nor the name of his superior, but I believe that with the information as to his run you will be able to investigate and advise me whether any injustice has been done this man.

Yours very truly,

Form G-77

7-fd

2—8675

E-38-11-A

Sept. 5, 1919.

FILE

Mr. Alex. Marshall,
707 Grove St.,
Decatur, Ala.

Dear Sir:

This will acknowledge receipt of your letter of August 27th, with further reference to the rate of pay you should receive as train porter.

You are entirely wrong. In every case where a white train porter feels that an injustice has been done, details and specific information is requested. I can take up your case, inasmuch as I have the run on which you are employed, but I can not adjust any individual case on a general complaint such as you make. Please be advised that I am taking up your individual case with the Federal Manager of the Southern Railroad.

Yours very truly,

J. A. FRANKLIN

COPY

Form G-77

2—6675

7-fd

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

SOUTHERN REGION

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

E-38-11-a.

G. R. LOYALL.
ASSISTANT FEDERAL MANAGER.

WASHINGTON, D. C. October 3, 1919. c

DIVISION OF LABOR.
OCT 4 1919

Mr. J. A. Franklin,
Asst. Director, Division of Labor,
Washington, D.C.

Dear sir:-

Your letter of September 5, file E-38-11-A, referring to communication from Alex Marshall, 707 Grove St., Decatur, Ala., complaining that Supplement No. 12 has not been applied to his position.

This man is employed as train porter on Memphis Division of Southern Railroad, and is paid the rate applicable to that position. He is not required to perform any of the duties of a brakeman and is not, therefore, entitled to the brakeman's rate of pay.

Yours truly,

E H Coapman

Federal Manager.

E-38-11-A

October Ninth,
Nineteen Nineteen.

Mr. E. H. Coapman, Federal Manager,
Southern Railroad Lines,
Washington, D. C.

Dear Sir:

Referring to your letter of October 3rd addressed to Mr. J. A. Franklin, Assistant Director, replying to his letter of September 5th, relative to communication from Alex Marshall, 707 Grove St., Decatur, Ala, complaining Supplement No. 12 has not been applied to his position; and in which you state that this man is employed on the Memphis Division of the Southern Railroad, and paid the rate applicable to that position, and that he is not required to perform any of the duties of a brakeman, and therefore not entitled to brakeman's rate of pay.

Mr. Marshall admits that he has not been performing brakeman's duties since July 26th last, but that prior to that date he was performing such duties, and feels that he is entitled to back pay for the period during which he was required to do so; viz., January 1st to July 26, 1918.

Won't you kindly investigate further and ascertain whether this man's claim is correct, and if so whether he will receive the back pay due him under Supplement No. 12?

Yours very truly,

H. P. Daugherty

Assistant Director.

Form G-77

11-az

FILE COPY

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SOUTHERN REGION

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

E. H. CHAPMAN,
FEDERAL MANAGER

OFFICE OF FEDERAL MANAGER

E-38-11-A

DIVISION OF LABOR

WASHINGTON, D. C., October 14, 1919. c.

OCT 15 1919

Mr. H. P. Daugherty,
Assistant Director, Division of Labor,
U.S. RR Administration, Washington, D. C.

Dear Sir:

I can no better reply to your letter of October 9, file E 38-11-A, than by quoting Mr. Tyler's letter of April 7, to the Regional Directors:

> "The intent of this Supplement is to require the payment of the brakemen's rate whenever the brakemen's duties are performed by the train porter. The Supplement plainly states that it shall not curtail the duties of the employes heretofore classed as 'train porters', so that there should be no question about these employes continuing to perform the train porter's work even though paid the brakemen's rate.
>
> "It has been understood in certain regions that on trains having white brakemen or white flagmen and a negro porter, the porter should be paid only the porter's rate. This is proper providing the porter is not required to perform <u>any</u> of the duties of a brakeman. If he is required by orders of the management to perform the duties of a brakeman, notwithstanding there may be other brakemen or flagmen on a train, he should be paid the brakemen's rates.
>
> "In order to clearly cover the matter and avoid improper claims under this rule, instructions limiting the duties of train porters on trains where white flagmen or white brakemen are employed should be issued so that it will be clearly understood that the colored porter is not required to perform any of the duties of brakemen or flagmen. The instructions should be carefully worded so as to not relieve colored porters of the duty in flagging in an emergency or when the safety of the train requires that they do it."

Porters on Southern Railroad have never performed the duties of a train brakeman. While it is true that they have opened and closed switches, this manual work was performed under the instructions and supervision of the engineer, the conductor or the flagman. In other words, when he opened the switch, the engineer supervised the work. When he closed the switch, the conductor or the flagman was on the ground and inspected the position of switch points when the negro threw the switch, which is a manual performance of the work. At no time was the porter left to perform this work alone, as is done when a flagman throws the switch.

In my judgment and because the porter was not required by orders of the management to perform the duties of a brakeman, as quoted in the second paragraph of the above letter, Alex Marshall has no claim for back pay.

Under date of September 29, General Manager Baker reporting upon this case states:

> "This man is employed as train porter and is required to perform only the duties of train porter; he is not required to perform any service of brakeman or flagman, so far as throwing switches, coupling cars and giving signals is concerned, and is being paid the rate designated for train porters."

Yours truly,

E H Coapman

Federal Manager.

E-38-11-A

October Twenty-second,
Nineteen Nineteen.

Mr. Alex Marshall,
707 Grove St.,
Decatur, Ala.

Dear Sir:

Referring to Assistant Director Franklin's letter of September 5th, relative to your complaint that Supplement No. 12 has not been applied to your position.

As stated to you, this question was taken up with the Federal Manager, and we have just been advised by him that porters on the Southern Railroad have never performed the duties of train brakemen, and while it is true that they have opened and closed switches this manual work was performed under the instructions and supervision of the engineer, conductor or brakeman; in other words, when he opened the switch the engineer supervised the work, when he closed the switch the conductor or flagman was on the ground and inspected the switch points when the porter threw the switch, which is a manual performance of the work; and at no time was the porter left to perform this work alone as is done when a flagman throws the switch.

He further states that in his judgment, and because the porterwas not required by orders of the management to perform the duties of a brakeman, you have no claim for back pay.

Yours very truly,

H. P. Daugherty

Assistant Director.

Form G-77

11/az

FILE COPY

E-38-11-A

FILE

October Twenty-second,
Nineteen Nineteen.

Mr. E. H. Coapman,
Federal Manager,
Southern Railroad Lines,
Washington, D. C.

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of October 14th, replying to my letter of October 9th, relative to complaint from Alex Marshall that Supplement No. 12 has not been applied to his position.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

COPY

Form G-77

E 38-11-A

DIVISION OF LABOR.

Chattanooga, Tennessee, November, 1st. 1919.

Mr. H. P. Daugherty,

Washington, D.C.

Dear Sir:-

NOV 6 1919

Replying to yours of October, 22nd. 1919/File, E-38)11-A. relative to claims of the Federal Manager that porters on Southern Railroad have never performed the duties of train brakemen, I can only speak for one division that is the one upon which I am employed, with due respect to all concerned there is a mistake in the claim so far as the Memphis Division is concerned.

Prior to the order issued in July, porters performed all the duties that train brakemen performed, if they were not performing these duties why the order to take this work off of them?

If there was a flagman, engineer, conductor, or other employee who ever inspected a switch after it was handled by a porter, I have the first instance to hear of it.

Porters coupled cars, flagged trains at meeting points where trains had to "Saw" coupled steam, and air hose, in fact did all the work any other employee on the trains did, perhaps more. the porters performed these duties at all times alone exactly as the flagmen did.

I have no desire to take issue with the Federal Manager, I realize from my humble station in life it would be of no benefit to me, rather a detriment, but if he will show any instance of instructions having been issued prior to July current year, about any kind of supervision being required when train porters handled switches, or performed other duties, I willcheerfully relinquish any claims I may have for back pay.

Respectfully,

alex marshall

707 grove St

Decatur

ala

E-38--11-A

FILE

November Fourteenth,
Nineteen Nineteen.

Mr. E. H. Coapman, Federal Manager,
Southern Railroad Lines,
Washington, D. C.

Dear Sir:

Referring to my letter of October 22nd, acknowledging receipt of your letter of October 14th which was in answer to my letter of October 9th, relative to c omplaint from Alex Marshall that Supplement No. 12 had not been applied to his position.

The position of the management in this case was communicated to Por ter Marshall, and I am attaching copy of his reply relative to the claim of the management that porters on the Southern Railroad have never performed the duties of train brakemen except under the instructions and supervision of the Engineer, Conductor or Brakeman.

Will you kindly take this question up again and advise me regarding same.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/as

COPY

Form G-77

2—8673

Cc to Mr. B. L. Winchell,
Regional Director.

E-38-11-A

FILE

November Fourteenth,
Nineteen Nineteen.

Mr. Alex Marshall,
707 Grove St.,
Decatur, Ala.

Dear Sir:

I wish to acknowledge receipt of your letter of the 1st inst., replying to mine of October 22nd, relative to claim of the Federal Manager that porters on Southern Railroad have never performed the duties of train brakemen, except under the supervision of some other members of the crew.

Please be advised that we are again taking this matter up with the Federal Manager, and will advise you later.

COPY

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

Form G-77

2—3675

E 38 11 a

110385

AUG 21 1919
OFFICE OF DIRECTOR GENERAL OF RAILROADS
AUG 21 1919

Okla
18 1919

Mr. Walker D. Hines
Director General of Railroad.

Mr. Hines as I am a railroad train porter working for the Frisco on the western Division. ~~on~~ on passenger trains operating from Tulsa Okla to Enid Okla. What I am going to say is this is there any way for we as porters to get our right over here as we ought to have I has been working over a long time but has not got any thing out of the increase of wages that was given other railroad Porter

Mr. Hines. at the time that Porte
was given this last raise in
wages was it not for all railroad
train Porte as well for some.
We was working over here doing
the same work as the Brakeman
working the head end of the train
but as soon as the raise allowed
in wages we was not allowed
to work the head end of the
train any longer up till May
th. 13. 1919 we did the same work
that our white Brakman did
well. we are still get in the
same old wages $71.50 per month
Mr Hines was not Porters allowed
the same wages as that of the
Brakeman and back pay

Back from January or June of 1918
Mr. Hines as we did not get our
monthly salires raise why Cant
we get our Back pay for work we
did befor the made Chais Caseforte
of us. Mr Hines we was told
by our time keeper that we was
to get our back pay and he
sent our Back time in so we
could get our as he had orders to
make out our Back time so we
could get our pay. Well just a
few days ago we was told that
we would not get our Back
money. would not get any
at all. Mr Hines Will you
take this matter up for us

and see that we get a square deal of it all the other Firno Porte are geting there pay and Back why cant we get it we has family to work for and times is hard with us. We cant live on $71.50 month and take care of our family but if we can get our Back pay that will help us to live we are not asking for our wages to be raised but I would like to get my back money as it would help me I taken out the victory Liberty Loan with the railroad that must be paid for but how can I pay it if I dont get pay fa my work

and we taken out the a fourth Bond
all so and paid it out but it
was a hard go. Mr. Hines you
are the only that we can ask
to get our money for us will
you please see that we get
our Back pay for work we did
up till May 13 1919. after this
date we was not allowed to
do Breakman work in order
that we could not get the same
money. well have them pay
for the time that we did the same
work as the othe workers did
it belong to us we work hard
for it will you see that we get
it there is only three porter

on this Division but we
wants our right just like
the other porters and trainmen
this is Western Division of
the Frisco from Tulsa to Enid. Ok
Ms times will you please let
me here from you.
names of Porters over here
William Hill Enid
John Brown.
John George

find stamp inclose for return
reply.
address to. William Hill
P. O. Box 254
Enid Ok.

110385

August 21, 1919.

Dear Sir:

I am acknowledging for the Director General your letter of the 18th inst., requesting to be advised if train porters are not entitled to back pay and an increase in wages.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. William Hill,
P. O. Box 254,
Enid, Okla.

Y.R.

Aug. 25, 1919.

E-38-11-A

FILE

Mr. William Hill,
P. O. Box 254,
Enid, Okla.

Dear Sir:

Beg to acknowledge receipt of your letter of August 18th, addressed to the Director General, and referred to this Division, with reference to the rate of pay you are receiving as porter performing the service of brakeman.

If you will advise me the names of the superiors who order you to perform these services, the dates and runs to which you are assigned, I will immediately investigate and advise you the result.

Yours truly,

J. A. Franklin

7-RB

COPY

Form G-77

2—8875

refer to file E. 38-11-a.

DIVISION OF LABOR

E 38-11-a

Enid Okla.
Aug 28 1919

Mr. J. A Franklin
Assistant Director of Labor, Washington D.C.

SEP 2 1919

Dear Sir I see your letter date Aug 25 Mr Franklin its looks as if you dont understand my letter of august 18. file E-38 11-a. But what we are after just now is our Back pay which was allowed all trainmen last May 1 1919. dont understand me to say that we are doing Breakman at present for we are not what I said in my other letter is this we did all head in work such as opening switches coupling cars setting out our cars picking up cars. and every other duty that a headin porter or Brakeman perform. and we did all porter work on the train keeping them clean and tidy so you understand that all trainmen was given a raise from January 1 1918 and back pay from from the same date

Well we porters over here perform all duty all
trainmens service up till May 13 1919
on this date we was given orders to not
perform head in service any longer
so we has been call Chair Cars porters
from May 13 1919 we dont open or close
switch or couple Cars but just doing
work inside the Cars and helping with
Baggage. We was not given a raise
in wages from the time this advance in
wages was given up till May 13.1919 we
did the same work as Brakemen on all
these runs we are on. and all other
Porters and Brakemen working on the
Frisco Railroad has got that Back pay
and all so advance in wages. We was
to get our Back money for performing
headin work from January 1 1918 to May 1919
but we has failed to get our Back pay
that we has already earned. all other
Porter got there back pay the first of aug
or the fifteen. We all did the same work
only they has Chair Car porters of us now
but still we are due to get our Back

Pay. for performing trainmen duty up to May 13
our time keeper over here was given orders
to send in our time for our money.
and he did so and gave us orders that
we would get paid for performing duty
up to May 1 1919. but since that time we
given orders that we would not get any
pay for we was Chair Car porter.
Mr. Franklin we was not Chair Car porter
till after May 13 for we perform all train
duty up to this date so we want our Back
Just like they has paid all other Porters
for performing the same work. we was
not given a raise at all from that date
but still draw the same wages a month $71.00
we are not asking for advance in
wages. But we would like to get our
back pay as we has already earned
it and dont see any way that

we should be out of it as we need it
we boys over here taken out Liberty
Bonds & have taken out the fifth
Liberty Bond with the frisco still
they dont wont to pay me what du
me and I worked hard for it
So Mr Franklin what we wants
is our Back money from last
June or January up till May 13
Will you see after this for us please
we are the Western Division of Frisco
on passengers trains from Enid to Tulsa
Why Mr Franklin I kno porters over here
that not work for Frisco for three month and
are geting that Back pay. so see Why we
cant our pay. yours truly

Wm Hill
P.O. Box 254

E-38-11-A

Sept. 4, 1919.

FILE

Mr. William Hill,
P. O. Box 254,
Enid, Okla.

Dear Sir:

This will acknowledge receipt of your letter of August 28th, with further reference to the rate of pay you are receiving as porter performing the service of a brakeman.

I understand that you are claiming back pay for services performed as trainman, and must insist that you give me the information outlined in the following paragraph for the period over which you are claiming back pay, so that I can make a specific case, and refer the matter to the Federal Manager:

Advise me the names of the superiors who order you to perform these services, the dates and runs to which you are assigned.

I note you use the pronoun "we" a great deal. If there are other employees concerned in this matter, they will have to take up their cases in the same manner as I have requested you to do.

Yours very truly,

C. A. FRANKLIN

COPY

Form G-77

2—8875

7-FD

Enid Okla.
Sept 10. 1919.

Mr J. A. Franklin
Director of Labor
Washington D. C.

E-38-11-a

SEP 13 1919
DIVISION OF LABOR

M

Dear Sir I have you letter of Sept 4 with reference to my claims for Back pay Mr Franklin I dont just kno the date that they are paying Porters this Back pay from but my time keeper over here told me that I would get pay or Back pay for service perfom as trainsman January 1 1918 up to the time and date that I perform the duty as headin trainman this date was May 13. 1919 since then I has work as Chair Car porter the Frisco has paid all the the other porters for this service.

I was not given orders to perform these services by any special one. But my Coundoctor name is Mr. J. F. Walker. My assistant Supt name F. E. Brannman I was put to work by W. G. Oldham assant Supt and Mr. J. G. Taylor is Superintendent.

these are my superiors at present time
I has been working as porter for Mr. Walker
for too years he know what service
I perform. I runs from Enid to Tulsa
Okla & work ever day on trains 611. 610. 608. 607
has been working near four years. and
working for $11.50 ever since January 1 1918
I did all duty's as trainman up to May 13
1919 and on that date was given
orders that I would be chais porter
after May 13. but would get my back
pay up to May 13 as all other trainmen
or Porters had got. Mr Franklin is not
I entitle to the same back pay for this
service as all other porters and Brakemen
I did the same work. up to May 13. 1918
so please advise me further on the case

yours truly
Wm Hill

P. O. Box 254

E-38-11-A

FILE

September 16, 1919.

Mr. J. S. Pyeatt,
Federal Manager,
St. Louis & San Francisco Railroad,
St. Louis, Mo.

Dear Sir;

I am in receipt of a complaint from Mr. William Hill, Box 254, Enid, Okla., to the effect he has not received back pay for services performed as trainman, whereas he was classified as porter.

He states that the conductor under whom he worked was Mr. J. F. Walker, Assistant Superintendent F. E. Bronnman, that he was employed by Mr. W. G. Oldham, Assistant Superintendent, and Mr. J. G. Taylor is Superintendent. He advises Mr. Walker knows the class of service he is rendering. He also states his run is from Enid to Tulsa and he works every day on trains 601, 610, 608, 607.

He advises that his trainman's duties were performed until May 13, 1919, on which date he was changed to chair car porter.

Will you please investigate, and advise me your findings?

Yours very truly,

COPY

Form G-77.

7-as

J. A. FRANKLIN

E-38-11-A

FILE

September 16, 1919.

Mr. William Hill,
Box 254
Enid, Okla.

Dear Sir:

This will acknowledge receipt of your letter of September 10th with further reference to rate of pay you are receiving as porter performing the services of a brakeman.

Please be advised I am taking your case up with the Federal Manager of the St. Louis & San Francisco Railroad, and as soon as I hear from him I shall be glad to write you further.

Yours very truly,

7-as

COPY

Form G-77.

Enid. Okla.

Sept 21 1919

H

E-38-11-C

DIVISION OF ... SEP 25 1919

Mr. J. A. Franklin
Washington. D. C.

Dear Sir recevid your letter of Sept 16. thanking you for favors in taking up my case as you are. Mr. Franklin I have a letter from Mr. Kurn. General Manager of Frisco Railway as I had rote him some time ago to see if I was not intitle to my back pay just like all other porters. so I got a reply from him. But he say I am not intitle to this money.

This what Mr Kurn told me in his letter Have investigated your case and as you are only required to perform porter work it is not possible to allow back pay. the order which granted back pay to certain employers. does not affly to train Porters who may. in the past. have been call upon to do certain things. where it has been determined that these duties will not be a part of the Porter in the futrue. this has been ruled upon by the administration. from Mr J. M. Kurn. Manage Frisco

Mr Franklin. Mr Hurn speaks as if I was only called up on at certain time to perform these service such as head in work or the all duties of any other trainman. still I perform all service of any other trainman and did porter work to. I perform these duties everday up to May 13. 1919 for almost four years. I should not be kept out of my money because I am only doing porter work at the present time I was stop from performing these service since May 13. 1919 just in order to beat me out of my wages that I has all earned I kno porters that has been out of service or was out before this pay allowed. still they has drawn back money from June 1 1918 to May 1 1919. I am only siting this to show you how I have been treated in this case so I hope this matter will be very carefully investigated as I kno I am intitle to this money. waiting your refely as ever

Wm Hill.

P. O Box 254

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SOUTHWESTERN REGION

J. S. PYEATT
FEDERAL MANAGER

RAILWAY EXCHANGE BUILDING
ST. LOUIS, MO.

ST. LOUIS-SAN FRANCISCO RAILROAD
ST. LOUIS-SAN FRANCISCO & TEXAS RAILROAD
FT. WORTH & RIO GRANDE RAILROAD

September 23, 1919.

- DGO-27-12 -

DIVISION OF LABOR.
SEP 26 1919

Mr. J. A. Franklin,
Assistant Director, Division of Labor,
Washington.

Dear Sir :

Your letter of September 16th, file E-38-11-A, in regard to complaint of Mr. William Hill that he has not received back pay for services performed as trainman.

This is another case of a porter doing brakeman work prior to the issuance of Supplement No.12. Mr. Hill's duties are now strictly those of a porter, and our instructions are clear in such cases that no back pay will be allowed.

Yours very truly,

J S Pyeatt
m

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
WASHINGTON

BOARD OF
RAILROAD WAGES AND WORKING CONDITIONS
A. O. WHARTON, CHAIRMAN
W. E. MORSE, VICE CHAIRMAN
J. J. DERMODY
F. F. GAINES
C. E. LINDSAY
G. H. SINES
J. A. EMMART, SECRETARY

ROOM 812
SOUTHERN RAILROAD BUILDING
1300 PENNSYLVANIA AVENUE

October 1, 1919.

Refer to Docket No. 517 .

E-38-14

DIVISION OF LABOR
OCT 4 1919

Mr. W. S. Carter, Director,
Division of Labor,
U. S. Railroad Administration,
Washington, D. C.

Dear Sir:-

Referring to previous correspondence, and particularly this Board's letter of September 22 with reference to the alleged use of trainporters on certain railroads in the Southern Region in connection with the performance of duties for which Supplement No. 12 describes brakemen's rates of pay, the Board encloses herewith a letter from Mr. William Hill, employed as a train porter on the St. L. & S . F. Railroad, the subject of which would seem to be a matter of application, and which has apparently been referred to this Board in error.

Yours very truly,

A. O. Wharton

Chairman.

E

ENC

8/63

117100

Enid, Okla., P. O. Box 254,
September 23, 1919.

OFFICE OF DIRECTOR GENERAL OF RAILROADS

Mr. Walker D. Hine
Director General Railroads,
Mr. W. S. Carter,
Chairman Board of Divisions,

Washington, D. C.

Gentlemen:

I am very sorry to bother you with such a grievance, but I called on my railroad officials and they failed to give me any consideration. I have been employed as a socalled trainporter on the western division of the Frisco. For a number of years I have filled the place of head-end brakeman, picking up and setting out cars, coupling and uncoupling hose etc, doing the work of head-end brakeman in full until May 13,1919, and they then took my switch-key from me and called me chair-car porter, and still paid me $71.50 per month, and have not paid me any back time according to Supplement 12,General Order 27, and have not given me any raise, so you can see this makes it almost impossible for me to live with the present High Cost of Living and trying to pay out my Liberty Bonds. I sincerely hope that you all will give this immediate consideration, however, I am contending for Supplement 12, General Order 27 to be carried out as was ordered by the Board, and approved of by Director General.

Hoping to hear from you soon,

Respectfully,

Wm Hill

P.O.Box 254

Enid, Okla., P. O. Box 254,
September 23, 1919.

DIVISION OF LABOR
SEP 30 1919

Mr. Walker D. Hine
Director General Railroads,
Mr. W. S. Carter,
Chairman Board of Divisions,

Washington, D. C.

E-38-14

Gentlemen:

I am very sorry to bother you with such a grievance, but I called on my railroad officials and they failed to give me any consideration. I have been employed as a socalled trainporter on the western division of the Frisco. For a number of years I have filled the place of head-end brakeman, picking up and setting out cars, coupling and uncoupling hose etc, doing the work of head-end brakeman in full until May 13,1919, and they then took my switch-key from me and called me chair-car porter, and still paid me $71.50 per month, and have not paid me any back time according to Supplement 12,General Order 27, and have not given me any raise, so you can see this makes it almost impossible for me to live with the present High Cost of Living and trying to pay out my Liberty Bonds. I sincerely hope that you all will give this immediate consideration, however, I am contending for Supplement 12, General Order 27 to be carried out as was ordered by the Board, and approved of by Director General.

Hoping to hear from you soon,

Respectfully,

Wm Hill

P.O.Box 254

FILE

Sept. 30, 1919.

Mr. Wm. Hill,
P. O. Box 254,
Enid, Okla.

Dear Sir:

This will acknowledge receipt of your letter to the Director General of September 23rd, which has been referred to this Division, in reference to the application of Supplement 12 to the position you occupied as porter but actually performing trainman's duties.

If there are any injustices in or misapplication of the wage order arising I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement that the matter be handled through your organization if you belong to an association of railroad employees. Should you not belong to an employees' organization then I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives as well as by the railroad officials and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

COPY

Form G-77

If you are unable to adjust in line with above, I would suggest that you write me advising the runs to which you have been assigned during the time you performed the trainmen's service, details as to such service, and the names of the employees of the road who instructed you to perform such duties.

2—8675

Yours very truly,

7-FD

I. A. FRANKLIN

6-38-11-a

1008 Victory Street,
Little Rock, Ark., Oct. 9, 1919.

Mr. Walker D.Hines,
Director General Railroads
Mr. J. A. Franklin,
Assistant Director
Division of Labor

Washington, D. C.

Gentlemen:

We the Negro Trainmen of America beg leave to take up grievance of Wm. Hill, File ~~E 10-14~~, as per your letter of Sept. 30, 1919, as train porter on ~~southern~~ Western Division Frisco.

I have been advised by the local chairman that Wm Hill has taken this matter up with the local officials, and they have failed to give him any consideration. He has been doing head-end brakeman's work, and when Supplement 12, General Order 27, come out, they left him under the impression that he would be paid accordingly up until May 13,1919, at which time his switch key was taken away from him, and called him chair-car porter and still paid him the same rate $71.50.

In addition he took out Liberty Bonds in proportion to the said Supplement 12, General Order 27, as he was left to feel he would receive, and also contributed to all other issues of the government, which served to make his living conditions almost impossible with the high cost of living so we are asking you to give this matter due consideration.

Now according to the letter which he wrote you Sept.23,1919 and according to the rate that all other porters are paid, we know he is due to come up the requirements of Supplement 12, General Order 27, which has been ordered by the board and approved of by the Director General, he is due the same pay as all other porters and is also due back time. He is on western division running from Enid to Tulsa,Okla., and has been for the past four years.

Please give this due consideration and let me hear from you at once.

Respectfully,
J. W. Driver Chairman
Negro Trainmen of America.

DIVISION OF 119283
DIVISION
OCT 18 1919
DIRECTOR GENERAL OF RAILROADS
OCT 1 1919

1008 Victory Street,
Little Rock, Ark., Oct. 9, 1919.

Mr. Walker D. Hines,
Director General Railroads
Mr. J. A. Franklin,
Assistant Director
Division of Labor

Washington, D. C.

Gentlemen:

We the Negro Trainmen of America beg leave to take up grievance of Wm. Hill, File ~~E-30~~, as per your letter of Sept. 30, 1919, as train porter on ~~Southern~~ Western Division Frisco.

I have been advised by the local chairman that Wm Hill has taken this matter up with the local officials, and they have failed to give him any consideration. He has been doing head-end brakeman's work, and when Supplement 12, General Order 27, come out, they left him under the impression that he would be paid accordingly up until May 13,1919, at which time his switch key was taken away from him, and called him chair-car porter and still paid him the same rate $71.50.

In addition he took out Liberty Bonds in proportion to the said Supplement 12, General Order 27, as he was left to feel he would receive, and also contributed to all other issues of the government, which served to make his living conditions almost impossible with the high cost of living so we are asking you to give this matter due consideration.

Now according to the letter which he wrote you Sept.23,1919 and according to the rate that all other porters are paid, we know he is due to come up the requirements of Supplement 12, General Order 27, which has been ordered by the board and approved of by the Director General, he is due the same pay as all other porters and is also due back time. He is on western division running from Enid to Tulsa,Okla., and has been for the past four years.

Please give this due consideration and let me hear from you at once.

Respectfully,

T. W. Driver Chairman
Negro Trainmen of America.

E-38-11-a

A

DIVISION OF LABOR.

OCT 18 1919

Enid Okla.
Oct 15 1919
Mr. J. A. Franklin
Directo of Labor
Washington D. C

as it has been some time since I head from you about my case with reference to back pay that me from Frisco Railway I thought I would rite again can you give me any advise about my rate of pay and Back pay that due me. let me hear from you please. yours truly Wm Hill
R.R. Box 254

refer to
file. E. 38-11-a.

E-38-11-A

FILE

October Eighteenth,
Nineteen Nineteen.

Mr. William Hill,
Box 254
Enid, Okla.

Dear Sir:

Referring to Assistant Director Franklin's letter to you under date of September 16th, acknowledging receipt of your letter of September 10th, with reference to the application of Supplement No. 12 to the position you occupied as porter, but claiming that you were performing the duties of brakeman.

As stated to you, the question was taken up with the Federal Manager of the St. Louis & San Francisco Railroad, and he has just advised me that this is a case of porters doing brakemen's work prior to the issuance of Supplement No. 12. He further states that your duties are now strictly that of a porter, and their instructions are clear in such cases that no back pay will be allowed.

COPY

Yours very truly,

H. F. Daugherty

Assistant Director.

Form G-77

11/az

Cc to Mr. T. W. Driver,
1008 Victory St.,
Little Rock, Ark.

DIVISION OF LABOR

1008 Victory Street
Little Rock, Ark., Oct. 23, 1919.

Mr. J. A. Franklin,
Chairman Board of Divisions
Washington, D. C.

OCT 27 1919

Dear Sir:

This will acknowledge the receipt of your letter of October Eighteenth, File E-38-11-A - in the grievance of Wm. Hill, Box 254, Enid, Okla. in regards to porters performing the duty of brakeman. It seems that the Federal manager of St. Louis-San Francisco Railway has acknowledged that porter did brakeman,s work. This is the case of all porters that you are now complying with Supplement 12, General Order 27, while some of the roads have threatened to take switch keys away from all porters. One reason why, they were running a joint messenger who could not leave his safe to unlock switches, and they could not do otherwise but use the porter, but on this one particular run, it seems that they could have arranged to relieve this porter of the switch key so as to keep him out of the raise and back-pay which is due him.

Circular "8" plainly sets forth that employee is to receive his back-pay and raise even if he quits, and certainly he should receive back-pay and raise from the June 1, 1918, up until the time they took his switch key from him. I beg leave to ask if you think it is right, just or fair when a man has been in the employ of the company for the past four years doing brakeman's work, and simply because there is a raise in that work, the railroad officials take his key away from him and keep him on small salary? More especially after he has supported the government in all of its issues and contributed largely, depending upon governmental regulations. On the same system, other porters have got the raise and are being paid, and we are contending that there shall be no discrimination by our government, and that he be paid equal pay for equal service as other employees. Please advise me what action has been taken in this matter.

Yours respectfully

T. W. Driver

Chairman Negro Trainmen of America.

E-38-11-A

FILE

October Thirty-first,
Nineteen Nineteen.

Mr. T. W. Driver, Chairman,
Negro Trainmen of America,
1008 Victory St.,
Little Rock, Ark.

Dear Sir:

Referring to your letter of October 23rd acknowledging receipt of mine of October 18th, in reference to the grievance of William Hill, relative to porters performing the duties of brakemen.

We have received similar complaints from colored train porters at other points on the different railroads, and the question of back pay which you have raised, is now being considered, and we hope in the near future to develop something definite in regard to the colored train porter situation.

Yours very truly,

H. F. Daugherty

Assistant Director.

ll/az

COPY

Form G-77

2—8875

DIVISION OF LAB

H E-38-11-2

Enid Okla
Oct 29 1919.

NOV 3 1919

Mr H.P. Daugherty
assistant Director of Labor
Washington D.C.

I rec your letter dated Oct 18 1919 referring to my letter of Sept 10th with reference to the application of supplement No 12. It look to me as if the Federal Manage of the Frisco Railway is not going to allow me the same chance that he has given all other Frisco porters on the same system. its very clear

as I see it that I should get this back pay just like my other Brothers porters if my case of doing this breakman work was prior to the issuance of supplement No12 I should think all other porters was as we was all doing the same work geting the same rate of pay till this raise in wages was allowed. how can the Frisco pay them and tell me that I am not allowed this back I am just after my rights that was given other porters I would

be asking for it if I did
not have a right to
it. I am not claiming
that I perform at times
but I did all duties of
a headin Brakeman
till I was stop by the
orders of Frisco Railway
this was May 13. so I still
claim that I should
get my pay for it if I
want be allowed to me
why did other forte get
it I need it and worked
for it. bought Liberty
Bonds. and has a large
Family to take care of

and right now at this
present time I am trying
to pay out a Libity Bond
on the small rate of
pay that I am geting
and taken care of my
Family on $71.50 per month
do you or the Federal
manage think it looks
right that I should be
treated this way after
working for the Frisco
over four years trying
to make a living for me
and my Family its look
awful bad to me.
Why Mr. Daugherty. I kno

porters on this system
or was on here and had
been of yes quit ~~too~~ month
some three month before
this pay was allowed
to porters but they was
paid this money was all
this prior to the issuance
of supplement 1012.
I dont see any way to keep
me out of this pay unless
they just want pay or do
what right by me.
Mr. Daugherty will you
please have this case
taken up more throughly
with the Company. and

advise me about it
I still claims that I
should get my money
I dont why that I am
not intitle to it
. so I hope you and all
your assistants and the
Federal Manage of the
Frisco will see to it that
I get the same right
that you has given othe
porters that did the same
work. so I hope to get
a early reply from you
as ever
Wm Hill
P.O. Box 254.

E-38-11-A

November Twentieth,
Nineteen Nineteen.

Mr. William Hill,
Box 254
Enid, Okla.

Dear Sir:

Referring to your letter of October 29th replying to mine of October 18th, with reference to the application of Supplement No. 12 to colored train porters,-- and claim for back pay from the Frisco Railroad up until May 13th.

You state that there were porters on this system who quit two or three months prior to the issuance of Supplement No. 12, and they were paid back time for services as head-end brakemen up to the date they quit. If you will give me the names of these porters, and the runs they were working on, the dates of resignation, and the name of the conductor with whom they worked, the question will be given further consideration.

Yours very truly,

H. P. Daugherty

Assistant Director.

Form G-77. 11/az

2—3675

FILE COPY

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON

DIVISION OF LABOR
W. S. CARTER, DIRECTOR

J. A. FRANKLIN
G. W. W. HANGER
H. P. DAUGHERTY
ASSISTANT DIRECTORS

DIVISION OF LABOR

In your reply refer to File
E-38-11-A

November Twentieth,
Nineteen Nineteen.

DEC 15 1919

Mr. William Hill,
Box 254
Enid, Okla.

Dear Sir:

Referring to your letter of October 29th replying to mine of October 18th, with reference to the application of Supplement No. 12 to colored train porters,-- and claim for back pay from the Frisco Railroad up until May 13th.

You state that there were porters on this system who quit two or three months prior to the issuance of Supplement No. 12, and they were paid back time for services as head-end brakemen up to the date they quit. If you will give me the names of these porters, and the runs they were working on, the dates of resignation, and the name of the conductor with whom they worked, the question will be given further consideration.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

124209

Bulls Aid and Pleasure Club

1913 EIGHTH STREET

PHONE UPTOWN 2343

DIVISION OF LABOR.

E. 38-11-a

NEW ORLEANS, Nov 12 1919 191 9

NOV 13 1919

Director General Harris Washington D.C.
My Dear Sir the Colored men that
are Employed on the Soumna Railway-
Navigation co are not Being Paid Living
Wages and for Some time We have Been
Trying to Find out what to do now the
Wages of the Whitemen are up to the
Standard for Engineers and Conductors
But the Brakemans are Far Below
the Pay of other Roads Wish to call your
Attention to the Public Belt Rail Road
of New Orleans that is not in Government
Control But the Wages Commision
Allowed them and Increase So Please
Blow Blman and Freiman on the
Said S. R-N. to Some Advance or
Refuse us to the Higher ones I am
Yours truly S.F. Perry
2445 Grapier St
New Orlean

R 8

124209

November 12, 1919

Dear Sir:

This will acknowledge receipt of your communication of the 8th inst. to the Director General requesting that the scale of wages on the Louisiana Railway & Navigation Company be put on the same basis as for other railroads.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. S. T. Perry,
2645 Gravier St.,
New Orleans, La.

C:EW

November 21, 1919.

E-38-11 · a

FILE

Mr. S. T. Perry,
2645 Gravier St.,
New Orleans, La.

Dear Sir:

This will acknowledge your letter of November 8th, addressed to the Director General, relative to your wages on the Louisiana Railway & Navigation Company.

If you find that the wage order has been properly applied and you still desire an increase over and above what was allowed, then I would suggest that you take the matter up with the Board of Railroad Wages & Working Conditions, this Board being duly authorized to make investigation of such requests, and recommendations to the Director General on which he may base such changes in working conditions, compensation, hours of service, etc., as he may find necessary.

COPY

Yours very truly,

J. A. Franklin

Form G-77.

12-IC

116076

E-38-11-Q

DIRECTOR GENERAL OF RAILROADS

OCT 1 1919 DIVISION OF LABOR.

Jackson Miss
Sept 30 1919

Mr Walter D. Hines
Washington D.C

Dear Mr Hines, Director Gen of R.R.
I am a Porter on the Mobile & Ohio
R.R. and have been handling
Switches, Flaging R.R. Crossings,
picking up Cars & Setting out Cars
& Switching our train down Other night
at Meridian City Time & have never
gotten but $16.00 per Month & have
been told we Porters when we has
been doing work as a Brakeman
we would be paid the same money
but have never gotten it yet & also
have to have a Standard Watch & have
a comparison on my work. Mr Hines if
we are entitled to this time would like
for you to let us know. we are just
paid enough to barely exist on the

wages we are getting. but if we are entitled to this pay as have been told you maybe you think we should have it. but know we will not get it unless you intervene in our behalf my times please let me know about this as soon as you can give this your attention

Yours Very Truly
Frank Belmont Porter
Mobile & Ohio Rail Road
Okolona Miss. Gen Delivery

P.S. Now they have stopped us from doing this work paying we are not entitled to Brakemans pay. Stopped us the 28th of Sept 1919

116076

October 2,1919.

Dear Sir:

Permit me in behalf of the Director General to acknowledge your letter of September 30th, in reference to wages and duties of train porters.

Your letter is being referred to Mr. W.S.Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. G.

Mr. Frank Belmont,
% General Delivery,
Okolona, Miss.

Y*L

E 38-11-a

UNITED STATES RAILROAD ADMINISTRATION 116076

DIRECTOR GENERAL OF RAILROADS

WASHINGTON

DIVISION OF LABOR

ASSISTANT TO THE DIRECTOR GENERAL
BRICE CLAGETT

October 2,1919.

OCT 16 1919

Dear Sir:

Permit me in behalf of the Director General to acknowledge your letter of September 30th, in reference to wages and duties of train porters.

Your letter is being referred to Mr. W.S.Carter, Director, Division of Labor, for attention.

Sincerely yours,

Brice Clagett

Mr. Frank Belmont,
% General Delivery,
Okolona, Miss.

E-38-11-A

FILE

October Eighth,
Nineteen Nineteen.

Mr. Frank Belmont,
c/o General Delivery,
Okolona, Miss.

Dear Sir:

Referring to your letter of September 30th addressed to Mr. W. D. Hines, Director General, which was referred to the Division of Labor -- in reference to wages and duties of train porters.

For your information I am enclosing copy of Supplement No. 12 to General Order No. 27. You do not state whether or not you have been required to perform the duties enumerated therein regularly, and by whose orders, nor do you give the name of the conductor you are working with or the number of the run.

Your letter does not indicate that you have taken the question up with the officials of the road, and I would suggest that you do so and endeavor to effect a settlement, in accordance with Circular No. 3, copy attached; and failing in this, ask them to join you in submitting the question to the Division of Labor, for consideration by the proper tribunal, in accordance with Supplement No. 6 to General Order No. 27, copy also attached.

COPY

Form G-77

Yours very truly,

H. P. Daugherty

Assistant Director.

11-az

Cairo Ills. Oct.24 1919.

239-11-a

Mr.H.P.Daugherty, Asst.Director
Division of Labor
Washington D.C.
My Dear Sir:-

Your letter of recent date recieved, contents noted; in reply beg leave to state that all train porters on the M.& O.R.R. have been required to perform the duties which I have enumerated to you by the Superintendent, Train-master and Conductor; my conductor's name is D.C.Hair running between Oklohona and Union city Tenn. on trains No.5 and 6.

We have taken the matter up with the officials of the road and are unable to effect a settlement, so we make an earnest appeal to you and the Division of Labor to assist us in securing what is just and right for we porters.

We haven't performed any of these extra duties since the date of Sept.24th but we believe we should have pay for performing those extra duties up to that time. I'm inclosing some letters we have recieved from different officials in regard to our complaint.

Trusting that you will give our case due consideration, I beg to remain,

Yours very truly,
Frank Belmont
Gen. Del
Okolona, Miss.

DIVISION OF LABOR.
OCT 28 1919

UNITED STATES RAILROAD ADMINISTRATION
Director General of Railroads
MOBILE & OHIO RAILROAD

Circular No.189

Murphysboro, Ill. Sept 23,1919.

ALL CONCERNED:

Effective at once, the duties of Passenger Train Porters will consist of calling stations, keeping the coaches clean, assist passengers on and off trains, and help load and unload baggage and mail when necessary.

They will discontinue such work as they have heretofore been doing that is required of other trainmen, such as throwing switches, flagging railroad crossings, coupling and uncoupling cars, hose, etc.

They will be required to assist in removing and applying air hose, also assist in case of derailments or other emergency occurrences.

B. B. TOLSON,
Superintendent.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

MOBILE AND OHIO RAILROAD
GULF, MOBILE AND NORTHERN RAILROAD
SOUTHERN RAILROAD IN MISSISSIPPI

R. V. TAYLOR,
FEDERAL MANAGER

MOBILE, ALA., August 29, 1919.td

Alf Adkins,

Train Porter, M&O RR,

2223 Walnut St, St Louis, Mo.

I have up the question of pay of porters, with the Regional Director, who also is consulting the authorities in Washington City. I have asked him for a reply and as soon as I get it will further advise you.

R. V. Taylor
Federal Manager.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

MOBILE AND OHIO RAILROAD
GULF, MOBILE AND NORTHERN RAILROAD
SOUTHERN RAILROAD IN MISSISSIPPI

R. V. TAYLOR,
FEDERAL MANAGER

MOBILE, ALA.,

June 25, 1919.td

Alfred Atkins,
and others,

2223 Walnut Street,

St Louis, Missouri.

Referring to your letter of June 24th.

I now have under consideration the question of pay of train porters, and you will shortly be advised in regard thereto.

R. V. Taylor
Federal Manager.

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

MOBILE AND OHIO RAILROAD

E. C. RENDELL
GENERAL SUPERINTENDENT

MOBILE, ALA., August 25th, 1919.rm

Alf Adkins,
#2223 Walnut St.,
St Louis, Mo.

I have your letter of the 20th.

The question of the salaries of porters is now being given consideration. I will be able to reach some definite conclusion as to what can be done, shortly.

E C Rendell
General Superintendent.

E-38-11-A

FILE

October Thirty-first,
Nineteen Nineteen.

Mr. Frank Belmont,
General Delivery,
Okolona, Miss.

Dear Sir:

Referring to your letter of October 24th, with further reference to services which you have been performing on the Mobile & Ohio Railroad, and rate of pay you feel you should receive.

Please be advised we are taking this question up with the Federal Manager, and as soon as we have heard from him you will be advised further.

COPY

Yours very truly,

H. P. Daugherty

Assistant Director.

ll/ar

Form G-77

2—6675

E-38-11-A

FILE

October Thirty-first,
Nineteen Nineteen.

Mr. R. V. Taylor, Federal Manager,
Mobile & Ohio Railroad,
Mobile, Ala.

Dear Sir:

We have been in communication with Frank Belmont, train porter on the Mobile & Ohio Railroad, running between Okolona and Union City on trains Nos. 5 and 6; and he states that all train porters on the Mobile & Ohio Railroad have been required to perform the duties set forth in Supplement No. 12 by the Superintendent, Trainmaster and Conductor, and that on September 23rd a bulletin was issued restricting their duties to that of porter only, and he feels that for the period that they were required to perform brakeman's duties they are entitled to brakeman's rate, and therefore claims back pay accordingly.

Won't you kindly investigate this claim, and advise me what action will be taken?

Yours very truly,

H. B. Daugherty

Assistant Director.

ll/as

COPY

Form G-77

2—3875

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

MOBILE AND OHIO RAILROAD
GULF, MOBILE AND NORTHERN RAILROAD
SOUTHERN RAILROAD IN MISSISSIPPI

R. V. TAYLOR,
FEDERAL MANAGER

MOBILE, ALA., November 14th, 1919 WS

8 - 2

DIVISION OF LABOR.

NOV 20 1919

Mr. H. P. Daugherty,
Assistant Director, Division of Labor,
Washington, D. C.

Dear Sir:-

Replying to your letter October 31st, file E-38-11-A, with respect to correspondence you have had with Frank Belmont.

The information furnished you is not exactly in accordance with the facts. Train porters are not now performing the duties of passenger brakemen. They did, however, at one time do a small part of the work ordinarily done by flagmen or brakemen, but not of such character as would, in my judgment, entitle them to the pay of flagmen or brakemen under Supplement No. 12 to General Order No. 27.

Yours very truly

R V Taylor

Federal Manager.

Copy to

Mr. B. L. Winchell,
Regional Director.
Atlanta, Ga.

E-38-11-A

FILE

November Twenty fourth,
Nineteen Nineteen.

Mr. R. V. Taylor, Federal Manager,
Mobile & Ohio Railroad,
Mobile, Ala.

Dear Sir:

I wish to acknowledge receipt of, and thank you for, your letter of the 14th inst., your file 8-2, replying to mine of October 31st, with respect to correspondence we have had with Frank Belmont relative to back pay which he feels to be due him.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

COPY

Form G-77. 2—3875

E-38-11-A

FILE

November Twenty fourth,
Nineteen Nineteen.

Mr. Frank Belmont,
General Delivery,
Okolona, Miss.

Dear Sir:

Referring to my letter of October 31st, relative to services which you have been performing on the Mobile & Ohio Railroad, and the rate of pay you feel you should receive.

As stated to you, this question was taken up with the Federal Manager, and he advises that train porters are not now performing the duties of passenger brakemen. They did, however, at one time do a small part of the work ordinarily done by a brakeman or flagman, but not of such a character as would, in his judgment, entitle them to the rate of pay of flagmen or brakemen, under Supplement No. 12.

For your information, the entire colored train porter situation is under consideration, and it has been laid before the Director General personally, and we hope that definite action will be taken on it in the very near future.

Yours very truly,

H. P. Daugherty

Assistant Director.

COPY

Form G-77. 2—8075

11/az

DIVISION OF LABOR
DEC 15 1919

Union Coty Tenn.,

December, 11, 1919.

File
12-18-19

Mr. H. P. Daughtry,

Assistant Director,

Washington D. C.

Dear Sir:-

Your letter of November 24th., file E-38-11-A in regard to service which I have been preformng on the Mobile and Ohio Railroad as train porter, it is my understanding that some Railroads have adjusted the matter of pay, with their porters and that they have already drawn their back time.

I wouldthank you to push the handling of this case, as I f el that we are justly entitled to the same pay and back time as the others have received.

Thanking you in advance for any thing that you can do, I beg to remain

Yours very truly,

Frank Belmont
Porter

Form 818 25m 8-18 Castle

E-38-1/2

LOUISIANA RAILWAY & NAVIGATION COMPANY

OFFICE OF AGENT

DIVISION OF LABOR.

NOV 26 1919

New Orleans La 11-22-1919

Mr W.S. Carter Director Division of Labor N.O. La.

Dear Sir I am in Reciept of communication From Mr Price Blagett of a communication I wrote the Director General concearning the Present Wages of Breakman and Porters of the Louisiana Railway-Navigation company wich has been Refered to your office Will say to you the the Matter complaind of is of Great Importance to the said Blman-Porters wish to call you attension to Several Rulings the Head Porter or Headend Man must do the Same Raging on the Headend as the Flagman or the Rearend and you Has allow the Porters of the Texas-Pacific the Same Rate of Pay as the Rearend Flagman and also Back Pay to cover Shortage In the case of the Public Belt of the city of New Orleans wich is not Now or Was if ever under the Government controle the Same Scale of Pay that other Switchmans Got also Back Pay the Louisiana Railway-Navigation Was under Goverment controle at one time and For Some the Road Was Returin to Private Owners Now the L.R.N. Co are Paying

Form 818 25m 8-18 Castle

LOUISIANA RAILWAY & NAVIGATION COMPANY

OFFICE OF AGENT

Flagman on local (#448) Four Dollars and
Fourty Eight cents Per day Eight Hours and over
time Whitman if one is avilebl But When
they use a bollerman they donot Give Him
the Pay they Give Flagman In Through Night
(408) Four Dollars and Eight cents Per day Eight
Hours constute day and Overtime Engineers Get one
day Right to throw Switches Without Getting Pay
also now the L.R.N.Co are using all kinds
of men Some donot even know How to Give
Signal Wich is a great inconvenience to the
Crew like Other Roads donot Employe any
But Experence Men therefore Hope you will
take the Matter complain off up at your
earliest convenient and Adjust Same or Refer
us to Proper one Hope to Hear From you Soon
We are your Respt S. J. Perry Sect to
Committee
#2445 Gravier St New Orleans La

Knoxville Tenn Aug 5 1919

Dear Mr. Hines

DIVISION OF LABOR

OFFICE OF DIRECTOR GENERAL OF RAILROADS

I thought I would write you a few lines to you that I am well and hope you all the same

AUG 7 1919

AUG 8 1919

Mr Hines I thought I would write and tell that Company is requiring us to do brakem work and Porters so are looking for brakeman pa so look after this Matte at once we are still doin our duties on these passenger trains

are still carrying switch
keys, and open switches to.
The brullen said not
the conductors give orders to open
the switches we are looking
for brakeman pay every
since last Jan 1, 1917 and
the back pay so look after
this matter at once from
Lewis Graham. Porter
219 N. University Ave
Knoxville Tenn.
Answer Soon.

(2)

Porters.

Conductor

Robert Martin
Porter Brown — Mrwodrey.
Dick Meek — Ed. George.

This includes all the Porters are Handling switches since July the 23. Those Conductors are compeling us to do the work, I remain your Humble servent.

Louis Graham
219 N. University Ave.
Knoxville Tenn.

Pardon Me.

I am only Making the some of $38 every 15 day about $73 a month, while the flagman are Making $1.95 a month and doing the same work I am.

DIVISION OF LABOR

7 11 a

Knoxville Tenn; Aug 30 1919

Dear Sir,

This acknowledge receipt of your letter of Aug 26 you asked me to give the folling names of train Porters of Knoxville divison operating switching and doing brakeman work.

SEP 2 1919

Louis Graham instructed to do so by Conductor Thomas.

Will Meeks instructed to so by Conductor Simson.

Will Lowan instructed to so by Conductor Dooley.

P. Miller instructed to so by Conductor Joe Sailor

Charlie Owen so instructed to so by Conductor Fitzworth.

(3)

claim assigned 4 and 3 and
1 and 2 to Bristol. All are
assigned effects;

Charlie Wren for 13 and 14 17 & 18
Henry Johnson, 13 & 14. 17 & 18
John Jess. 41 & 42. 25 & 26.
Will Tate 41 & 42, 25 & 26
Bill Cowan 15 & 16. Oakdale,

Please Answer at
Once!

107903

E-38-11a

August 7, 1919.

Dear Sir:

Permit me to acknowledge for the Director General your letter of the 5th inst. in regard to your wages and duties as train porter.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. D. C.

Mr. Louis Graham,
219 North University Avenue,
Knoxville, Tennessee.

Y*W

August 26, 1919.

E-38-11-A

FILE

Mr. Louis Graham,
219 North University Avenue,
Knoxville, Tennessee.

Dear Sir:

This will acknowledge receipt of your letter of the 5th instant to the Director General, and referred to this Division for reply, which I understand to be a complaint with reference to the fact that you as a porter are compelled to render services for which you feel you should be compensated as a brakeman.

I attach hereto copy of Supplement No. 16 to General Order No. 27, as well as Supplement No. 12, and if the case is as you state I wish you would give me the runs to which you have been assigned, also the name of the road employing you, together with the names of such other employes as may have directed you to perform the services you feel should bring you the brakeman's rate.

Yours truly,

J. A. Franklin

7-ac

COPY

Form G-77

2—3676

E-38-11-A

Sept. 4, 1919.

FILE

Mr. Louis Graham,
219 North University Ave.,
Knoxville, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of August 30th, with further reference to your claim that you be paid under Supplement No. 12.

I would call your attention to the fact that you have not given me the runs to which the men in question have been assigned, nor have you given me details as to the service they have rendered. There is no use in giving me part of the information, if you cannot give it all. The matter will have to be delayed until I do receive the necessary data.

You have not even given me the name of the road on which either you or the other men are employed on.

Yours very truly,

D. A. FRANKLIN

COPY

7-FD

2—8575

Form G-77

E-38-11-a

(1)

SEP 9 1919
DIVISION OF LABOR

Knoxville Tenn Sept. 8, 1919.

Dear Friend,—

I thought would write and tell you Railroad. I am employed on the Southern Ry Co. at Knoxville Tenn, Runing from Knoxville to Bristol on 1 and 2 and 3 & 4. The other men are employed by the same company. I want know on what date I will received the pay and back paid from June 1. 1918. I am doing this work accordingly to supplement No 12 to general order No 27.

Please Answer at

Mr. Louis Graham.
Once 219 N University Ave.

change extra copy

E-38 - 11 - a

Sept. 11, 1919.

FILE COPY

Mr. E. H. Coapman, F. M.,
Southern Railroad,
Washington, D. C.

Dear Sir:

I am in receipt of a complaint from the following men to the effect that they are performing trainmen's duties and are not being compensated in accordance with Supplement No. 12:

MR. LOUIS GRAHAM - 219 N. University Avenue, Knoxville, Tennessee, who states that he is on run from Knoxville to Bristol on 1 and 2 and 3 and 4, and that he was instructed to perform the duties that he feels should bring him trainman's pay by Conductor Thomas.

MR. WILL NEEK - It is claimed that this man was instructed similarly by Conductor Simson.

MR. WILL CONAN - Instructed by Conductor Dooley.

MR. D. MILLER - Instructed by Conductor Joe Sailor.

MR. CHARLIE WREN - Instructed by Conductor Fitzworth.

MR. ROBERT MARTIN - Instructed by Conductor Moodney.

PORTER BROWN - Instructed by Conductor Moodney.

MR. DICK NEEK - Instructed by Conductor Ed. George.

I have received the following information in regard to some of these men, stating that all are assigned except the following:

Form G-77

2—8875

Mr. E. H. Coapman, F. M.
Southern Railroad.

Charlie Wren - 18 & 18 - 13 & 14
Henry Johnson - 13 & 14 - 17 & 18
John Gess - 41 & 42 - 25 & 26
Will Tate - 41 & 42 - 25 & 26
Bill Cowan - 15 & 16 - Oakdale.

Will you please investigate and advise me regarding the foregoing complaint.

Yours very truly,

7-FD

FILE COPY

Form G-77

2—8675

E-38

Sept. 11, 1919.

FILE

Mr. Louis Graham,
219 N. University Ave.,
Knoxville, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of September 8th, with further reference to your claim for compensation under Supplement No. 12.

I have not promised you anything under Supplement No. 12, but am taking up with the Federal Manager the case of yourself and the other men.

Yours very truly,

V. A. Franklin

7-FD

COPY

Form G-77

2—8675

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

SOUTHERN REGION

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

G. R. LOYALL,
ASSISTANT FEDERAL MANAGER.

E-38-11-a

WASHINGTON, D. C., November 7, 1919.

DIVISION OF LABOR.

NOV 8 1919

Mr. J. A. Franklin,
Asst. Director, Division of Labor,
Washington, D.C.

Dear sir:-

Your letter of September 11th, file E-38, complaint of Louis Graham and other train porters employed on Knoxville Division of Southern Railroad that they are not being compensated in accordance with Supplement No. 12.

I am attaching hereto copy of my letter of today to Mr. Daugherty in connection with the complaint of Bob Massey, also a Knoxville Division train porter, and, as the cases are parallel, will thank you to allow this letter to serve as a reply in this case also.

Yours truly,

E. H. Chapman

Federal Manager.

November 7, 1919. c

Mr. H. P. Daugherty,
Asst. Director, Division of Labor,
Washington, D.C.

Dear sir:-

Your letter of October 23rd, file E-38-11-A, claim of Bob Massey, employed as porter on Knoxville Division of Southern Railroad, for back pay at rate provided for in Supplement No. 12 to General Order No. 27.

Under date of April 7th, the Director, Division of Operation, wrote the following to the Regional Directors, who in turn transmitted it to the Federal Managers, constituting, as we understand it, an interpretation of Supplement No. 12 to General Order No. 27:

"The intent of this supplement is to require the payment of the brakemen's rate whenever the brakemen's duties are performed by the train porter. The supplement plainly states that it shall not curtail the duties of the employes heretofore classed as 'train porters', so that there should be no question about these employes continuing to perform the train porters' work even though paid the brakemen's rate.

It has been understood in certain regions that on trains having white brakemen or white flagmen and a negro porter, the porter should be paid only the porters' rates. This is proper providing the porter is not required to perform any of the duties of a brakeman. If he is required by orders of the management to perform the duties of a brakeman, notwithstanding there may be other brakemen or flagmen on a train, he should be paid the brakemen's rates.

In order to clearly cover the matter and avoid improper claims under this rule, instructions limiting the duties of train porters on trains where white flagmen or white brakemen are employed should be issued so that it will be clearly understood that the colored porter is not required to perform any of the duties of brakemen or flagmen. The instructions should be carefully worded so as to not relieve colored porters of the duty in flagging in an emergency or when the safety of the train requires that they do it."

With regard to the first paragraph of the above quoted letter, will state the train porters on Southern Railroad have never performed the duties of a brakeman. It is true that they have opened and closed switches, but this was manual work performed under instructions of and in the presence of the Engineer, the Conductor or the Flagman, the train porter himself never being allowed to do this unattended.

We are carrying out the intent of the second paragraph of the above quoted letter, in that on trains having a white brakeman or a white flagman and a negro porter, the porter is paid only the porter's rate. We have always done this and continued doing so because the porter was never required by orders of the management to perform the duties of a brakeman.

With respect to the third paragraph: We issued instructions limiting the duties of train porters to such duties only. We did this under instructions, which, at the time, and because of our policy, were not deemed necessary. The effect of carrying out instructions contained in the third paragraph has been a demand upon the part of the trainmen for an additional brakeman on each train.

In connection with the statement made by Massey in his letter to Mr. Franklin, Superintendent Johnson, Train Master Boyd and Conductors Mills and Henry all state that they have never instructed him to perform any of the duties of a brakeman or flagman.

Yours truly,

Federal Manager.

E-38-11-A

November 29, 1919.

Mr. Louis Graham,
219 North University Ave.,
Knoxville, Tenn.

Dear Sir:

Referring to Assistant Director Franklin's letter to you of September 11th, relative to claim for compensation for yourself and others, under Supplement No. 12.

As stated to you, the question was taken up with the Federal Manager, and he advises that the train porters on the Southern Railroad have never performed the duties of a brakeman. It is true that they have opened and closed switches, but this was manual work performed under instructions of and in the presence of the Engineer, the Conductor or the Flagman, the train porter himself never being allowed to do this unattended. Also that all trains having a white brakeman or white flagman and colored porter, the porter is paid only the porter's rate, they have always done this and have continued doing so because the porter was never required by orders of the management to perform the duties of a brakeman.

However, for your information I wish to state that the entire colored train porter situation has been investigated and is now up with the Director General, and we hope that some determination of this entire question will be made very soon.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/as

E-38-11-A

November 29, 1919.

Mr. E. H. Coapman, Federal Manager,
Southern Railroad,
Washington, D. C.

Dear Sir:

I wish to acknowledge receipt of, and thank you for your letter of November 7th, addressed to Mr. J. A. Franklin, Assistant Director, relative to complaint of Louis Graham, and other train porters employed on the Knoxville Division of the Southern Railroad, that they are not being compensated in accordance with Supplement No. 12.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

126593

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

DIVISION OF LABOR
1919 NOV 29 PM 4 15

E-38

A261AN 51 13 EXTRA

CHATTANOOGA TENN 23OP 29

WALKER D HINES 1574

GENERAL DICT V S RAILROAD WASHINGTON DC

DEC 1 1919

DEAR SIR WILL YOU PLEASE NOTIFY TRAIN PORTERS OF THE CHATTANOOGA TENN AND MERIDIAN MISS DIV OF WHAT DATE OF BACK TIME AND INCREASED WAGES WILL BE PAID HOPING TO GET REPLY AT ONCE FROM YOU YOURS TRULY

TRAIN PORTERS OF A G S RR DIV 303 PANNIN ST BINGIE SIMMONS

DEC 1 1919

Form G-7

TELEGRAM

E-38-11-9

2—4406

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

Sent from Washington, D. C., December 1, 1919, 1918

Index

B. Simmon,
503 Fannin St.,
Chattanooga, Tenn.

YOUR TELEGRAM NOVEMBER TWENTY NINTH TO DIRECTOR GENERAL WAS REFERRED TO DIVISION OF LABOR STOP HAVE FORWARDED LETTER TODAY TO A JOHNSON ACTING CHAIRMAN COMMITTEE TRAIN PORTERS L&N RAILROAD COVERING INQUIRY

H. P. Daugherty
Assistant Director

11/as
Frank No. WU-75286-C

Mr. Berryfield

E 38 Hdu

125877

DIRECTOR GENERAL OF RAILROADS

Chattanooga, Tenn.
Nov. 19, 1919.

Mr. Walter D. Hines,
Director General of R. R.,
Washington, D. C.

NOV 24 1919

Dear Sir:

I am writing you in regard to last increase in wages, granted train porter's in June 1918.

Under article three (3) covering this class of work would like to know if I don't come under this agreement as it set's a maxium days pay at $3.33-1/3 or $100.00 per month, as there is no head brakeman on this run.

I have been in the service of the Southern R. R. for the past seven (7) years on the Memphis Division, trains #25 and #36 and would like to know if I am not intitled to an increase in pay under clause three (3).

I have never received any increase and at present my salery is $72.00 per month.

Thanking you for any information you may be able to give me in regard to this, I am,

Respectfully yours,

Frederick Doyle

#617 Cowart St.,
Chattanooga, Tenn.

DIVISION OF LABOR.

NOV 25 1919

125877

November 24, 1919.

Dear Sir:

Permit me to acknowledge for the Director General your letter of the 19th instant, with regard to the matter of pay for train porters.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Frederick Doyle,
#617 Cowart Street,
Chattanooga, Tenn.

C*L

Change files

[redacted] 8-11-a

December 4, 1919.

Mr. Frederick Doyle,
617 Cowart St.,
Chattanooga, Tenn.

See

Dear Sir:

Referring to your letter of November 19th addressed to the Director General, which was referred to the Division of Labor, with regard to the matter of pay for train porters on the Memphis Division of the Southern Railroad.

Please be advised that we are taking this question up with the Federal Manager for investigation, and as soon as we have heard from him you will be advised further.

Very truly yours,

H. P. Daugherty

Assistant Director.

ll/az

Change lines

~~E-38-2~~

December 4, 1919.

Mr. E. H. Coapman, Federal Manager,
Southern Railroad Lines,
Washington, D. C.

Dear Sir:

I am attaching a copy of letter addressed to the Director General, which was referred to the Division of Labor, from Frederick Doyle, 617 Cowart St., Chattanooga, Tennessee, relative to his wages for services with the Southern Railroad, Memphis Division.

Will you kindly investigate this case, and advise me, at your earliest convenience, the result?

Yours very truly,

Assistant Director.

ll/az

Cc to Mr. B. L. Winchell,
Regional Director.

QUESTION: As to whether train porters relieved of duties which under Supplement No.12 would bring them trainmen's rate are entitled to such rate up to the time the responsibilities were taken from them.

Handed to G.W.S. by Mr. Lane's stenographer 12/1/19

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SOUTHWESTERN REGION

ARKANSAS WESTERN RAILROAD
JOPLIN UNION DEPOT
KANSAS CITY, SHREVEPORT & GULF TERMINAL
KANSAS CITY, MEXICO & ORIENT RAILROAD
KANSAS CITY SOUTHERN RAILROAD
MIDLAND VALLEY RAILROAD
MISSOURI & NORTH ARKANSAS RAILROAD
POTEAU VALLEY RAILROAD
TEXARKANA & FORT SMITH RAILROAD
VICKSBURG, SHREVEPORT & PACIFIC RAILROAD
WICHITA UNION TERMINAL

J. A. EDSON
FEDERAL MANAGER

KANSAS CITY SOUTHERN BUILDING
KANSAS CITY, MO.

E-38-11

M

SEP 15 1919

September 11, 1919

A-2

Mr. J. A. Franklin, Assistant Director,
Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

Referring to your letter of August 13th, file E-38-11 concerning complaint of train porters on the Missouri & North Arkansas Railroad in regard to application of Wage Orders to their positions:

These porters performed the duties enumerated in paragraphs 1-A to E inclusive, of Supplement 12 to General Order No. 27. Upon instructions contained in Mr. Bush's letter of April 16th we relieved train porters on the M & N A of duties that would classify them as brakemen and have continued to pay them the porters rate established by General Order No. 27. Also, in accordance with his letter above referred to, we have not paid back time to any of our train porters who were relieved of the duties set up in paragraph 1 of Supplement 12, although they did perform these duties up to about May 1, 1919.

All of the trains upon which porters are employed on the M & N A Railroad carry white brakemen also.

The parties receiving $120.00 per month in the same district as referred to by the M & N A porters are porter brakemen on other lines who have not been relieved of the brakemens' duties and these men have been paid the brakemens' rate back to June 1, 1918.

Yours truly,

Edson

Copy to:

Mr. B. F. Bush,
Mr. C. E. Johnston.

Harrison 6/3 9 30 am

B Kenyord

Porters are not subject 16
Hour Law now

WDM

Eureka Springs, Ark., June 24,1919.

To the Honorable Walker D. Hines,
Director-General of Railroads,
Washington, D. C.

Dear Sir:-

We, the undersigned colored porters employed as such on the Missouri & North Arkansas Railroad which operates between Helena, Arkansas and Joplin, Missouri, beg to advise that we are receiving a salary of only $71.50 per month, while other porters in the same district receive the sum of $120.00 per month, and we do the same work as they do. We are at a loss to understand this difference of $48.50 per month in salaries, how it should exist in the same district for the same services rendered for roads under federal control.

We feel that we are justly entitled to the same salary as other porters in our district rendering the same service; our mileage being 6,180 miles per month; and we also feel that we are justly entitled to back pay from the time that this road went into the hands of the government on September 24th, 1918.

Our company requires us to wear a neat uniform and keep neatly attired and clothes well pressed, the same as is expected of other porters receiving a much larger salary than we. We feel that this cannot properly be done at the present salary paid us; the high cost of living and our expenses on the road taken into consideration.

We have taken this up with the local road and can get no satisfaction. We therefore must respectfully petition that you investigate this matter and ascertain if we are not right in our contention that we should receive more salary than is being allowed us as we feel that a great injustice is being done us and we are not being paid the same as other porters who render similar service on other roads in this district.

Porters' Names	Porters' Address
[illegible]	Eureka Springs ark
John Mills	Kensett ark
W. W. [illegible]	Kensett ark
Joe E. Williams.	Kensett. ark.
L. D. Mitchner	Kensett, ark

C. A. FULLER
LAWYER
PRACTICE IN ALL COURTS

EUREKA SPRINGS, ARK.

102701

E-38-11

Walker D. Hines,
Director-General of Railroads,
Washington, D. C.

July 6, 1919.

Dear Sir:-

DIVISION OF LABOR.

The negro porters of the Missouri & North Arkansas Railroad, or most of them, have signed a petition to you and requested me to mail it to you, with the view of getting a favorable reply, and I am enclosing the same.

JUL 10 1919

They also tell me that a few days ago they received a notice from the Missouri & North Arkansas Railroad that these same porters are not subject to the 16 hour law; they think they are and feel they are being imposed upon, and I wish you would let me know in regard to their contentions.

Yours very truly,

CAF/ST

C. A. Fuller

102701

July 9,1919.

Dear Sir:

In behalf of the Director General I am acknowledging receipt of your letter of the 6th instant, transmitting petition signed by colored porters on the Missouri & North Arkansas Railroad, with regard to their rate of pay.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. L. C.

Mr. C. A. Fuller,
Eureka Springs, Ark.

C:MC

July 12,1919.

E-38-11

FILE

Mr. C. A. Fuller,
Lawyer,
Eureka Springs, Ark.

Dear Sir:

This will acknowledge receipt of your letter of July 6th addressed to the Director General and referred to this Division for reply with reference to the rate of pay received by railroad porters.

I wish to ask that you give me a statement as to the duties of the porters in question.

Yours truly,

J. A. Franklin

7-AR

COPY

Form G-77.

C. A. FULLER
LAWYER
PRACTICE IN ALL COURTS

EUREKA SPRINGS, ARK.

DIVISION OF LABOR.

Aug. 2, 1919.

J. A. Franklin,
Div. of Labor,
U. S. Railroad Administration,
Washington, D. C.

E-38-II

Dear Sir:-

AUG 7 1919

In reply to your inquiry of July 12th as per your file marks above noted, in which you want to know as to duties of porters, beg to advise that they inform me that on the first day of June last the Company issued an order providing that porters would not give signals, nor have anything to do with the movement of the train, nor to the re-railing of a train, nor the fixing of hot boxes; but act as train porters in assisting passengers off and on the train, handling baggage and express, and keeping the train clean. Since that time this has really been their duty. They say, however, that some of the conductors require them to do the duties as they have always been doing, of acting as a real brakeman, such as giving signals, handling switches and gates, and doing the work of a passenger brakeman.

They claim that prior to June 1st, that is, prior to the date that the order was issued, that they did all kinds of work on the train, such as passenger brakemen do, and that they are entitled to passenger brakemen pay for work done before that order was issued, at least.

I trust you will give this matter your immediate consideration.

Yours very truly,

CAF/ST

C. A. Fuller

E-338-11

Aug. 13, 1919.

Mr. C. A. Fuller, Attorney,
Eureka Springs, Ark.

Dear Sir:

This will acknowledge receipt of your letter of August 2nd, with further reference to the complaint of porters employed on the M. & N. A. Railroad, in regard to the application of wage orders to their positions.

This is to advise that we are having this complaint investigated, and as soon as conclusion is reached you will be advised.

Yours truly

J. A. Franklin

8-RMB

COPY

Form G-77.

2—3675

E-38-11

Aug. 13, 1919.

Mr. J. A. Edson,
Federal Manager,
Missouri & North Arkansas R.R.,
Kansas City, Mo.

Dear Sir:

I am attaching herato copy of petition signed by various porters on the M. & N. A. Railroad, dated June 24th, together with copies of letters from C. R. Fuller, Attorney, dated July 6th, and August 2nd, concerning complaint of these porters in regard to the application of wage orders to their positions, and I would kindly ask that you gover these complaints, and let me have your advice.

Yours truly,

J. A. Franklin

FILE

COPY

Form G-77.

Enc.
8-RMB

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
SOUTHWESTERN REGION
ARKANSAS WESTERN RAILROAD
JOPLIN UNION DEPOT
KANSAS CITY, SHREVEPORT & GULF TERMINAL
KANSAS CITY, MEXICO & ORIENT RAILROAD
KANSAS CITY SOUTHERN RAILROAD
MIDLAND VALLEY RAILROAD
MISSOURI & NORTH ARKANSAS RAILROAD
POTEAU VALLEY RAILROAD
TEXARKANA & FORT SMITH RAILROAD
VICKSBURG, SHREVEPORT & PACIFIC RAILROAD
WICHITA UNION TERMINAL

J. A. EDSON
FEDERAL MANAGER

KANSAS CITY SOUTHERN BUILDING
KANSAS CITY, MO.

E-38-11

August 19, 1919

Mr. J. A. Franklin, Assistant Director,

Division of Labor, U. S. Railroad Administration,

Washington, D. C.

Dear Sir:

This will acknowledge receipt of your letter of August 13th, file E-38-11 concerning complaint of train porters on the Missouri & North Arkansas Railroad in regard to the application of Wage Orders to their positions.

I will look into the matter promptly and write you further in regard thereto within the course of a short time.

Yours truly,

Edson

DIVISION OF LABOR.
AUG 25 1919

10-27-33

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SOUTHWESTERN REGION

ARKANSAS WESTERN RAILROAD
JOPLIN UNION DEPOT
KANSAS CITY, SHREVEPORT & GULF TERMINAL
KANSAS CITY, MEXICO & ORIENT RAILROAD
KANSAS CITY SOUTHERN RAILROAD
MIDLAND VALLEY RAILROAD
MISSOURI & NORTH ARKANSAS RAILROAD
POTEAU VALLEY RAILROAD
TEXARKANA & FORT SMITH RAILROAD
VICKSBURG, SHREVEPORT & PACIFIC RAILROAD
WICHITA UNION TERMINAL

REGIONAL DIRECTOR SOUTHWESTERN REGION
SEP 18 1919
FILE No.
ST. LOUIS, MO.

J. A. EDSON
FEDERAL MANAGER

KANSAS CITY SOUTHERN BUILDING
KANSAS CITY, MO.

September 11, 1919

A-2

File

Mr. J. A. Franklin, Assistant Director,
Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

Referring to your letter of August 13th, file E-38-11 concerning complaint of train porters on the Missouri & North Arkansas Railroad in regard to application of Wage Orders to their positions:

These porters performed the duties enumerated in paragraphs 1-A to E inclusive, of Supplement 12 to General Order No. 27. Upon instructions contained in Mr. Bush's letter of April 16th we relieved train porters on the M & N A of duties that would classify them as brakemen and have continued to pay them the porters rate established by General Order No. 27. Also, in accordance with his letter above referred to, we have not paid back time to any of our train porters who were relieved of the duties set up in paragraph 1 of Supplement 12, although they did perform these duties up to about May 1, 1919.

All of the trains upon which porters are employed on the M & N A Railroad carry white brakemen also.

The parties receiving $120.00 per month in the same district as referred to by the M & N A porters are porter brakemen on other lines who have not been relieved of the brakemens' duties and these men have been paid the brakemens' rate back to June 1, 1918.

Yours truly,

(SIGNED) J. A. EDSON

Copy to:

Mr. B. F. Bush,
Mr. C. E. Johnston.

126299

Joplin Union Depot Company
JOINT FACILITY

OWNER LINES:
T. & S. F. RY. CO.
C. S. RY. CO.
K. & T. RY. CO.
M. & N. A. R. R. CO.

DIVISION OF LABOR.

S. O. LUCAS, SUPERINTENDENT
E. W. TROTT, FREIGHT AGENT
D. JOSEPH, TICKET AGENT

NOV 28 1919

Eureka Springs Arkansas
Nov. 25, 1919

NOV 28 1919

Mr. Walker D. Hines
Director General.
Washington D.C.

Dear Sir: I have been working for this Company Ever since the 4th of Apr. 1909. and have performed all duties of a Brakeman up untill the government took the Rail Roads over.

Since then the wages was Raised then the Company put out order that the porter would not handle switches or have anything to do with the movement of the train. that was did to keep from paying the increase and Back pay.

I handle Baggage, Express, Passengers, pick up Boxes, open and Vestibule doors, Regulate steam heat in the Coaches. and anything pertaining to the train, and only Recive $71.50 per month, while other porter Recive the sum of $81.20 per month for the same service. I would like for you to explain Why this difference is made on Roads under Federal Control.

Joplin Union Depot Company
JOINT FACILITY

OWNER LINES:
A. T. & S. F. RY. CO.
K. C. S. RY. CO.
M. K. & T. RY. CO.
M. & N. A. R. R. CO.

S. O. LUCAS, SUPERINTENDENT
E. W. TROTT, FREIGHT AGENT
D. JOSEPH, TICKET AGENT

Porters on other Roads have Recived from ($500.) to a thousand Dollar Back Pay and Haven't Recived anything.
We did all the head End work up untill June the 1st and The Company Put out an order that the Porter would handle Baggage, Express and Passengers and Keep the Coaches Clean.
Now Mr. Kines I hope you will See fit to adjust this Matter Satisfactory to me as well as your Self.

Yours truly
Bennett Kynard
Porter M K & R. R.
7 5th Cliff St

126299

November 28, 1919.

Dear Sir:

This will acknowledge receipt of your communication of the 25th instant to the Director General, with regard to your believe that you should be receiving a higher rate of pay for your services as Porter on the Missouri and North Arkansas Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,
(Signed) M. B. C.

Mr. Bennett Kynard,
#25 Cliff Street,
Eureka Springs, Ark.

C*L

" C O P Y "

St. Louis, Mo.
Oct. 27, 1919.

Mr. W. T. Tyler
Washington, D. C.

Dear Sir:

I return papers received with your letter of September 23d.

With respect to the claim for back pay, on account of the performance of passenger brakemen's duties prior to time as they were relieved of this work it is a fact that, on the M. & N. A. Road the Train Porters were not paid back time covering period from effective date of Supplement No. 12 to date they were relieved of brakemen's duties and their status made strictly that of a Train Porter.

I believe, however, they should receive such pay, and upon your advice I will so instruct Federal Manager Edson.

Yours very truly,

B. F. BUSH

(Copy)

E-38-11-a

~~E-38-25~~

Inde

over

December 8, 1919.

Mr. Bennett Kynard,
25 Cliff St.,
Eureka Springs, Ark.

Dear Sir:

Referring to your letter of November 25th addressed to the Director General, which was referred to the Division of Labor, relative to your claim for back pay while classed as a porter, and in addition performing the duties of a passenger brakeman.

As your name appears on the petition previously presented to the Division of Labor by Mr. C. A. Fuller, Attorney, I am attaching copy of my letter to Mr. Fuller which covers the investigation of your case, as well as others on the M. & N. A. Railroad.

Yours very truly,

E. E. Daugherty

Assistant Director.

11/az

E-38-11-a

~~E-38-25~~

December 8, 1919.

Mr. C. A. Fuller, Attorney,
Eureka Springs, Ark.

Dear Sir:

Referring to Assistant Director Franklin's letter to you under date of August 13th, with further reference to your complaint of porters employed on the M. & N.A. Railroad, regarding the application of wage orders to their positions.

As stated to you, this complaint was investigated and the Federal Manager on this property advises that these porters perform the duties enumerated in paragraphs 1-A to E inclusive in Supplement No. 12 to General Order No. 27, and that upon instructions contained in Regional Director Bush's letter of April 16th they relieved train porters on the M. & N.A. of duties that would classify them as brakemen and have continued to pay them the porter's rate established by General Order No. 27. Also, in accordance with his letter above referred to, they have not paid back time to anyof the train porters who were relieved of the duties set up in paragraph 1 of Supplement No. 12, although they did perform these duties up to about May 1st, 1919.

He further states that all of the trains on which porters are employed on the M. & N.A. Railroad carry white brakemen also, and the parties receiving $120.00 per month in the same district as referred to by the M. & N. A. porters are porter brakemen on other lines, who have not been relieved of the brakemen's duties and these men have been paid the brakemen's rate back to June 1st, 1918.

In this connection, I wish to state that the entire colored train porter situation has been thoroughly investigated, and has been placed before the Director General personally, and we hope that he will make some determination in the very near future.

Very truly yours,

R. P. Daugherty

Assistant Director.

11/as

Mr. H. O. Daugherty
assisten Director.
Washing D.C.

Eureka Springs ark
Dec 12, 1919

E-38-11-R

LABOR.

Dear Sir:
your Letter dated Dec 8, 1919
is at hand also Letter attached to Mr.
C. A. Fuller.

DEC 23 1919

I am writing you to explain to me
what is the duties of a porter on
a passenger train on the MPRR
My Run is from Eureka Spring ark to Joplin Mo
I make 4640 miles per month,
and this is what I do, I set up mooker
open and close Drain Valves Blow out the steam
assist the Brokeman to Pack hot Boxes chane up
Broke Beams ore to take them down, open and
close trap doors see after the heating ventilation of
the coaches, call stations. Handle all Baggage and
Express swep up and dust the coaches assist the
Brokeman in cupling steam hose open and close (switches)
when the Brokeman has to flag,
and any thing else pertaing to the train,
and only Recived the Sum of $71.50
law according to the Book of Rules that we work by
I dont see why thats Not a Brokeman duties.
Now Mr. Daugherty I have been in the service for this
Company since the 4th of Apr. 1909 and has performed all
all duties of a Brokeman and until the Road was
taken over By the goverment Sept the 24th 1918
and the Wages were increased then the Company

Sent out a Bullentin that the Porters would not Handle switches on gun Signal this was done to Keep from paying the increase and Back pay,
I Bought 3 Liberty Bonds which you know that I was not able,
the Company Require me to wear a Nice Uniform and Look Neat and with the Salary I now Receive I can't do it,
my Room Rent away from home cost $22 Dollars a month x 75 to 80 P to say Nothing about Cleaning and Pressing my Clothes
Now Mr. Daugherty I hope you will See fit to adjust this matter Satisfactory to me as well as you Self

Yours Truly

B Maynard

Porter

Joplin Union Depot Company
JOINT FACILITY

OWNER LINES:
A. T. & S. F. RY. CO.
K. C. S. RY. CO.
M. K. & T. RY. CO.
M. N. A. R. R. CO.

S. O. LUCAS, SUPERINTENDENT
E. W. TROTT, FREIGHT AGENT
D. JOSEPH, TICKET AGENT

M. K. & T. R. R. Co.

129076 ED

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

DIVISION OF LABOR.

B1 C1 C 47 6 EXTRA BLUE

E-38-11

DEC 16 PM 6 19

MEMPHIS TENN 104P 16

W D HINES 2570

DIRECTOR GENERAL OF RR WASHINGTON DC

COLORED PASSENGER TRAIN PORTERS HAVE NEVER RECEIVED ANY INCREASE IN WAGES UNDER GENERAL ORDER TWENTY SEVEN AND SUPPLEMENTS TWELVE AND SIXTEEN THERETO ON THE SOUTHERN N C AND STL L AND N AND MANY OTHERS IN THE SOUTH PLEASE PROTECT THEM

J H EILAND PRES COLORED ASSN OF RAILWAY EMPLOYEES.

DEC 17 1919

DEC 17 1919

E 38-11-a

December 18, 1919.

Mr. J. M. Eiland, President,
Colored Association of Railway Employes,
Memphis, Tenn. 24 West Jackson Mound

Dear Sir;

Your message of December 16th to the Director General, in which it is stated -- "Colored passenger train porters have never received any increase in wages under General Order Twenty Seven and Supplements Twelve and Sixteen thereto on the Southern N. C. and St.L. L. & N. and many others in the South Please protect them"-- has been referred to the Division of Labor.

The colored train porter question is receiving attention, and it is expected that a decision will be reached in the very near future.

Your statement to the effect that train porters have received no increase under General Order No. 27 is not understood, as it has been our understanding that train porters have received the increase granted by General Order No. 27.

Very truly yours,

H. P. Daugherty

Assistant Director.

10/as

E-3811-a

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS EMU

WASHINGTON

DIVISION OF LAW

E. MARVIN UNDERWOOD, GENERAL COUNSEL

SEP 6 1919

DIVISION OF LABOR

September 5, 1919.

H

MEMORANDUM FOR MR. CARTER:

Beg to hand you herewith copy of letter received from Ronald Ransom, together with enclosure relating to claim of certain employes of the Southern Railroad and the Louisville & Nashville Railroad for back pay under Supplement 12 to General Order No. 27.

Will you kindly give this matter such attention as you deem necessary, advising me of conclusion reached so that I may in turn advise Mr. Ransom?

R O N A L D R A N S O M
ATTORNEY AT LAW

ATLANTA GEORGIA

August 28, 1919.

Hon. Marvin Underwood, General Counsel,
U.S.Railroad Administration,
Washington, D. C.

My dear Mr. Underwood:

Complying with your suggestion made me last week I am attaching hereto a statement of the claim of certain employees of the Southern railroad and of the Louisville & Nashville Railroad. These men claim that they are entitled to back pay and additional compensation under certain orders of the Railroad Administration. You were kind enough to offer to take the matter up personally with the legal departments of these roads and ascertain if possible why the roads were failing to comply with these orders.

These employees are represented jointly by Mr. Reuben R. Arnold and the writer. Some of these employees who are in the employ of the Southern Railroad have had some correspondence with the Railroad Administration; and, in a letter under date of July 30, 1919, Mr. J. A. Franklin, assistant director of the U.S.Railroad Administration, suggested that these employees endeavor to adjust the matter in controversy personally with their superior officers in the employ of the railroads and that failing personal settlement the matter be handled thru their organization, provided they belonged to an association of

railroad employees and that in the event these men did not belong to an employees' association Mr. Franklin suggested that a joint statement of facts be prepared in accordance with the provisions of Supplement #6 to General Order #27, such statement to be signed by the employees and their representatives as well as by the railroad officials and forwarded to his office.

I am advised by our clients that Mr. Franklin had made a similar suggestion in a letter under date of April 8, 1919, and that following his suggestion they submitted such a statement of their contentions in writing to Mr. C. E. Ervin, Division Superintendent, Southern Railroad, under date of June 4, 1919 but that they had never received a reply from the railroad. They therefore considered it advisable, as they have no organization, to employ some one to represent them in the matter and thereupon came to Mr. Arnold and the writer. As the Southern Railroad does not seem inclined to sign the agreed statement of facts Mr. Arnold and I thought it advisable that we take up the matter direct with the Railroad Administration.

I wish to state, however, that we are ready and willing at any time to meet with the officials of the Southern or the Louisville & Nashville and try to prepare an agreed statement of facts for submission to the office of the Division of Labor as suggested by Mr. Franklin.

We are informed by our clients that the Georgia Railroad, Atlanta & West Point, the Atlanta, Birmingham & Atlantic and the Central of

Georgia have complied with Supplement #12 to General Order #27, but that the Southern Railroad, the Louisville & Nashville and the Nashville, Chattanooga & St. Louis have not complied with the provisions of this supplement.

Again thanking you for your willingness to assist us in the matter, I am with kindest regards,

Yours very truly,

(S) RONALD RANSOM.

RRm

COPY.

Atlanta, Georgia,
August 28, 1919.

The following statement is submitted to the Hon. Marvin Underwood, General Counsel, U. S. Railroad Administration, by Messrs. Reuben R. Arnold and Ronald Ransom, attorneys of Atlanta, Georgia, in behalf of certain employees of the Southern Railroad Company and the Louisville & Nashville Railroad Company, whose names are set forth in Exhibit A hereto attached. This statement accompanies a letter under date of August 28, 1919 from Messrs. Arnold & Ransom to Mr. Underwood.

These employees claim that certain injustices in or misapplication of wage orders of the Railroad Administration have been made in their cases. They have attempted to adjust the matter with their superior officer, in the case of the employees of the Southern Railroad, and failing a personal settlement as they belong to no association of railroad employees, they are submitting this as a statement of facts with the request that they be granted relief by the Railroad Administration, and that orders issued for the payment to them of the wages and back pay which they claim to be due them.

Under date of December 2, 1918, Hon. W. G. McAdoo, Director General of Railroads, issued Supplement #12 to General Order #27 to carry out the intent of Article VI of General order #27, and retroactive to June 1, 1918, and ordered that the employees in a passenger train crew, except conductor, collector and baggagemaster, qualified and regularly required to perform the following essential duties, would be designated as passenger brakemen or flagmen and paid accordingly:

(a) Inspect cars and test signal and brake apparatus for safety of train movement.

(b) Use hand and lamp signals for the protection

and movement of trains.

(c) Open and close switches.

(d) Couple and uncouple cars and engines and the hose and chain attachments thereof.

(e) Compare watches when required by rule.

The employees who are herein complaining are all colored employees and they respectfully submit, at the time Supplement #12 to General Order #27 was issued, they performed all the essential duties set forth in this supplement and that they therefore, under the supplement, should have been designated by the railroads as passenger brakemen or flagmen and should have been paid accordingly and that this has not been done, and that they are therefore entitled to pay from June 1, 1918 under the wage scale of figures for passenger brakemen or flagmen.

Reuben R. Arnold

Ronald Ransom

Attorneys.

Address:

904 Hurt Building,

Atlanta, Georgia.

EMPLOYEES OF THE SOUTHERN RAILROAD

Charley H Smith	Atlanta,	Ga
Will Harris	E. Macon	"
William Chubb	Atlanta	"
Anthony Jackson	"	"
Mack Flemister	"	"
James Ross	"	"
Alex Hodo	Flovilla	"
Charley Adair	Atlanta	"
Frank Pittman	"	"
Pink Hammonds	"	"
Green Colbert	Jackson	"
Jim Clinton	Atlanta	"
Josh Bell	"	"
Andrew Huff	"	"
Charley Gibbs	Macon	"
Charley Campbell	Atlanta	"
Bob Lason	"	"
Tom Latimer	Chattanooga,	Tenn
James Carnegia	Macon	Ga
John T Clowers	Atlanta	"
Wyman Stokes	"	"
Belton Wood	"	"
Tom Merritt	Norcross	"
Ferson Hollums	Atlanta	"
Tom Prather	Toccoa	"
Jim Porter	Chattannooga,	Tenn
Robt. Sherrod	Birmingham,	Ala
Birgie Simmons	Chattanooga,	Tenn
Will Fifer	"	"
Henry Holt	Birmingham,	Ala
L. Davis	Chattanooga,	Tenn
J R Parker	"	"
D J Golston	"	"
T A Davis	"	"
Daniel L Green	"	"
A Johnson	"	"

Employees of the Southern Railroad (cont'd)

Charley Sampson	Huntsville, Ala
Ernest Moody	Memphis, Tenn

EMPLOYEES OF THE LOUISVILLE & NASHVILLE R.R.

Will Wright	Atlanta, Ga
Dave Siler	Blue Ridge, "
Son Porter	Atlanta, "

September 9, 1909.

E-38-11-A

FILE

Index E 87

Mr. Ronald Ransom,
Attorney at Law,
Atlanta, Ga.

Dear Sir:

This will acknowledge receipt of your letter of August 28th to Mr. Marvin Underwood, with regard to the application of Supplement No. 12 to certain employes of the Southern Railroad and the Louisville & Nashville Railroad Company.

In each case it will be necessary to know the name of the employe who claims not to have been properly treated, a resume of the duties he performs that form part of the trainman's routine, the name of the man who instructs them to render this service and the road he is employed on, together with the runs to which he has been assigned.

Yours truly,

J. A. FRANKLIN

7-ac

COPY

Form G-77

2—8675

RONALD RANSOM
ATTORNEY AT LAW
904-6-8 HURT BLDG.
ATLANTA GEORGIA

September 12, 1919.

DIVISION OF LABOR.

E-38-11-A

E-38-11-a

M

Hon. J. A. Franklin, Assistant Director,
Division of Labor, U.S.Railroad Administration,
Washington, D. C.

SEP 15 1919

Dear Sir:

I am in receipt of your letter of September 9th referring to my letter of August 28th to the Hon. Marvin Underwood regarding the application of Supplement No. 12 to certain employees of the Southern Railroad and of the Louisville & Nashville Railroad Company.

I am today writing Mr. Underwood further in regard to the matter as I understood from him when I was in Washington that the quickest method of disposing of these claims would be to have him submit an inquiry to the divisions interested as to why they were not complying with this supplement.

On receipt of their answer Mr. Underwood and I thought an issue would be made and we could dispose of the general question involved before submitting the same set of facts for a large number of individual cases.

I will however have the information you suggest prepared at once and submit it to you. Some of these employees have made every effort to reach an agreed statement of facts with their employers, but without success.

I will however proceed with the preparation of this information and let you have it as soon as possible.

Yours very truly,

Ronald Ransom.

rr m

RONALD RANSOM.

RONALD RANSOM
ATTORNEY AT LAW
904-6-8 HURT BLDG.
ATLANTA GEORGIA

September 16, 1919.

E-38-11-A

SEP 19 1919
DIVISION OF LABOR.

Hon. J. A. Franklin, Assistant Director,
Division of Labor, U. S. Railroad Administration,
Washington, D. C.

Dear Sir:

You wrote me on September 9th with reference to the application of Supplement No. 12 to certain employees of the Southern Railroad and of the Louisville & Nashville Railroad Company. I replied under date of September 12th.

Since writing you I have had a conference with ten of the employees ~~of roads~~. You asked me in your letter of the 9th for certain information. This information was as follows:

1. Name of the employee. This was furnished in my letter of August 28th to Hon. Marvin Underwood, General Counsel.

2. A resume of the duties performed by employee that formed a part of a brakeman's routine. This was covered in my letter of August 28th, 1919 to Mr. Underwood. These clients of mine performed the following duties:

(a) Inspect cars and test signal and brake apparatus for the safety of trains.

(b) Use hand and lamp signals for the protection and movement of trains.

(c) Open and close switches.

(d) Couple and uncouple cars and engines and the hose and chain attachments thereof.

(e) Compare watches when required by rule.

In other words, they performed all of those duties mentioned in Supplement No. 12 to General Order No. 27. I should say, however, that they did perform these services. But recently the Southern Railroad and the Louisville & Nashville Railroad have issued a bulletin addressed to all passenger conductors and trainmen and stating that, except where a case of emergency and safety makes it necessary, train porters employed on trains on which there are also employed passenger brakemen and flagmen are not required to perform these duties enumerated in Supplement No. 12. These bulletins were issued in view of the fact that these porters were claiming that they were entitled to compensation as provided for in Supplement No. 12.

You asked me for the name of the man who instructs these employees to render this service and the road he is employed on. The ten employees who were in my office this morning tell me that in each instance they were instructed by the trainmaster at the time of their employment to perform these duties. They have never received any other instruction from any one regarding their duties until they received the bulletin which I have above referred to stating that they were not to perform these duties except in case of emergency.

In the case of the employees of the Southern Railroad, these porters were given a copy of the rule book of the company and informed that under the head of passenger brakemen (page 112 paragraph 603 to 639 inclusive) they would find their duties fully set forth. These duties correspond to the duties enumerated in Supplement No. 12. I will be very glad to submit you a copy of these rules, applicable to passenger brakemen, or will send you the original rule book.

The employees of the L. & N. Railroad, who were in my office this morning, informed me that while the rule book of the L. &. N. does [redacted] mention porters by name the duties are the same in the rule book as those of passenger brakemen. I should say in this connection that in the rule book of the Southern Railway Company no mention is made of porters that I can find. In the list of clients which I submitted to Mr Underwood the road employing was set out. Some of these employees have worked for the Southern Railroad as long as twenty five years. In each instance I can give you the name of the trainmaster who originally employed the employe and instructed him in his duties, if this will be of any assistance. These porters stand the same examination that is given all active employees, and the trainmaster then instructs them in their duties.

I do not see that it is of material importance at this time to furnish the names of the original trainmasters many of whom no doubt are no longer connected with the roads, but I would be very glad to submit this information if you desire it.

[redacted] You asked for the runs to which the employees have been assigned. I can furnish this information as to each of the employees, if you still desire it after reading this explanation.

My clients are all porters on passenger trains. And while they have been called porters, they have been

continously discharging the duties of passenger brakemen and Supplement No. 12 simply puts them on the same pay basis as the white brakemen who were discharging these same duties. I will be very glad to know if you desire more specific information, or any other information in this matter.

Yours very truly,

Ronald Ransom.

rr m

ROWALD RANSOM.

E-38-11-A

September 29,1919

Mr. Ronald Ransom,
Attorney at Law,
904 Hurt Bldg.,
Atlanta, Ga.

Dear Sir:

This will acknowledge receipt of your letter of Sept. 16th with further reference to the application of Supplement No.12 to certain employees of the Southern RR and the L&N RR.

It is true that with your communication of August 28th addressed to Mr. Underwood you gave the names of the employees who you feel have not been properly treated. I note that you apparently do not care to give me the names again so I am sending you the list herewith and ask that opposite each name you set down the runs on which these men are assigned, the name of each man who has instructed them to perform the duties coming under the heading of train men's responsibilities and description of the trainmen's service rendered in each case. I have handled so many cases of this kind that I know the duties performed by the different porters claiming trainmen's compensation and I do not care to approach the Federal Manager with anything except an absolute statement of facts as they are.

Yours truly,

L.A. FRANKLIN

Form G-77. 2—8/15

7-AR

E-38-11-a

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS EMU

WASHINGTON

DIVISION OF LAW

E. MARVIN UNDERWOOD, GENERAL COUNSEL

September 30, 1919.

H

MEMORANDUM FOR MR. CARTER:

On September 5, I referred to you letter received from Ronald Ransom with reference to claim of certain employes of of the Southern Railroad and the Louisville & Nashville Railroad for back pay under Supplement 12 to General Order 27.

Mr. Ransom is again writing me with reference to this matter and I would thank you to advise me the present status.

DIVISION OF LABOR
OCT 1 1919

E-38-11-A

October 3, 1919

for Mr. E. Marvin Underwood.

Referring to your memorandum of September 30th to Mr. Carter, relative to claim of Ronald Ransom with regard to application of Supplement No. 12 to certain porters in the employ of the Southern Railroad and the L.&N. Railroad.

On September 29th I wrote to Mr. Ransom, as per attached copy, and you will see from this that the status of the matter is not very far advanced because of lack of information furnished by the gentlemen.

J. A. Franklin.

7-as

FILE COPY

J.A. FRANKLIN

Form G-77.

2—8075

RONALD RANSOM
ATTORNEY AT LAW
904-6-8 HURT BLDG.
ATLANTA GEORGIA

October 1, 1919.

E-38-11-A

DIVISION OF LABOR.
OCT 3 1919

Hon. J. A. Franklin, Assistant Director,
Div. of Labor, U. S. R. R. Administration,
Washington, D. C.

Dear Sir:

I am this morning in receipt of your letter of September 29th acknowledging receipt of my letter of September 16th with further reference to the application of Supplement No. 12 to certain employees of the Southern RR and the L&N RR.

You are mistaken in thinking that I am not willing to furnish you all the information possible in regard to my clients' claims, but I thought perhaps in view of the facts stated in my letter of the 16th that the information previously asked for by you would not have to be furnished.

I am today asking my clients to give me in full for each of these employees the information requested in your letter of the 29th. This will be forwarded to you as soon as possible.

Yours very truly,

Ronald Ransom.

rr m

RONALD RANSOM.

E-38-11-A

October 23, 1919.

for Mr. E. M. Underwood, General Counsel, Division of Law.

I wish to acknowledge receipt of your memorandum of September 5th, with which you attach copy of letter received from Ronald Ransom, together with enclosure relating to claim of certain employes of the Southern Railroad and the Louisville & Nashville Railroad for back pay under Supplement No. 12 to General Order No. 27 -- also your letter of September 30th, asking advice as to the present status; and I trust you will pardon the delay in making reply to you.

We have been in correspondence with the Federal Managers of the roads in the Southern territory, also some in the Southwestern territory, where it is claimed that they are not applying Supplement No. 12 to colored train porters who claim to be performing the duties outlined in the supplement but are not being paid in accordance therewith.

There appears to be a misunderstanding as to the intent of the supplement and the instructions issued by the Regional Directors to the Federal Managers. We hope, however, to be able to straighten it out within a very short time.

W. S. Carter.

11/az

COPY

Form G-77

E 98-11-a

LIST OF NAMES OF DOMESTIC PORTERS EMPLOYED ON SOUTHERN RAILROAD AND THE LOUISVILLE & NASHVILLE RAILROAD REPRESENTED BY REUBEN R. ARNOLD AND RONALD RANSOM, ATLANTA, GEORGIA, AND SUBMITTED TO MR. J. A. FRANKLIN OF THE DIVISION OF LABOR, U. S. R. R. ADMINISTRATION AS REQUESTED BY HIM UNDER DATE OF SEPTEMBER 29, 1919.

Each of these employees claim to have performed the following duties (a) inspecting cars and testing signals and brake apparatus for the safety of train movement, (b) using hand and lamp signals for the protection and movement of trains, (c) opening and closing switches, (d) coupling and uncoupling cars and engines and the hose and chain attachments thereof, (e) comparing watches with other employees.

Each of these employees claims to have been instructed, at the time of his employment, by the trainmaster employing him in his duties and that in each instance the duties were essentially those set forth in the above paragraph, to have been furnished with a rule book of the company employing him, to have been directed to study these rules, to have studied them and to have learned that his duties were those set out, together with certain other duties performed by domestic porters, and that thereafter to have performed these duties regularly during his hours of employment and not to have been subsequently directed by any other employee of the company to perform these duties. In other words, these men claim to have known their duties at the time they went to work and to have discharged these duties regularly without further instruction, as the occasion demanded. Therefore, in answer to Mr. Franklin's inquiry for the name of each man who has instructed these porters to perform the duties coming under the heading of trainmen's responsibilities and description of the trainmen's service rendered in each case, we have set forth the service rendered in the first paragraph of this list and hereafter under the heading of trainmaster have furnished the name of the man who instructed these porters in their duties.

NAME OF PORTER.		TRAIN MASTER.	RUNS.	EMPLOYING RAILROAD.
Charlie H. Smith:	1902:	C. C. Hodges:	Atlanta-Chattanooga:	So. RR
Bob Layson:	1902:	B. E. Hudgins:	" " :	" "
Andrew Huff:	1912:	A. P. Johnson:	Atlanta-Brunswick :	" "
Tom Latimore:	1903:	T.M.Bell :	Atlanta-Chattanooga:	" "
Adam B.Bell:	1894:	_ _ Ross :	G.P.Div. west of Birmingham:	"
Green Colbert:	1916:	E.M.Madden :	Atlanta-Brunswick	" "
John T.Clowers:	1892:	A.Ramsur :	Atlanta-Savannah:	" "
Dave Siler:	1900:	R.L.Pilling:	Blue Ridge-Atlanta:	L&N "
Will Wright:	1909:	O. C. Kinzel:	Atlanta-Knoxville:	So "
Will Chubbs:	1918:	B.F.Langford:	Atlanta-Chattanooga:	" "
Ernest Moody:	1913:	H.W.Ashly:	Memphis-Chattanooga:	" "
Josh Bell:	1901:	J.A.Keith:	Brunswick-Atlanta:	" "
C.Campbell:	1884:	C.B.Neckoes:	Chattanooga-Atlanta:	" "
Will Harris:	1907:	O.A.Gunthorp:	Brunswick-Atlanta:	" "
F.Pittman:	1908:	W.J.Bell:	" " :	" "
James Ross:	1910:	" " " :	Jesup-Atlanta :	" "
Charlie Adair:	1890:	J.A.Brogey:	Chattanooga-Atlanta:	" "
Charlie Gibbs:	1905:	John Ellis:	Macon-Atlanta:	" "
Pink Hammond:	1913:	B.F.Langford:	Chattanooga-Atlanta:	" "
Anthony Jackson:	1909:	_ _McLendon:	Brunswick-Atlanta:	" "
Tom Merritt:	1895:	A.B.Bomsen:	Salisbury-Atlanta:	" "
Alex Hodo:	1917:	_ _ Madden:	Macon-Atlanta;	" "
Mack Flemister:	1917:	B.F.Langford:	Chattanooga-Atlanta:	" "
Charlie Sampson:	1916:	H.W.Ashly:		" "

Employees of the L. & N. Railroad represented by Messrs. Arnold & Ransom state that they have furnished this same information directly to Mr. Franklin's office.

DIVISION OF LABOR

NOV 14 1919

C O P Y

LIST OF NAMES OF DOMESTIC PORTERS EMPLOYED ON SOUTHERN RAILROAD AND THE LOUISVILLE & NASHVILLE RAILROAD REPRESENTED BY REUBEN R. ARNOLD AND RONALD RANSOM, ATLANTA, GEORGIA, and SUBMITTED TO MR. J. A. FRANKLIN OF THE DIVISION OF LABOR, U. S. R. R. ADMINISTRATION AS REQUESTED BY HIM UNDER DATE OF SEPTEMBER 29, 1919.

Each of these employees claim to have performed the following duties (a) inspecting cars and testing signals and brake apparatus for the safety of train movement, (b) using hand and lamp signals for the protection and movement of trains, (c) opening and closing switches (d) coupling and uncoupling cars and engines and the hose and chain attachments thereof, (e) comparing watches with other employes.

Each of these employes claims to have been instructed, at the time of his employment, by the trainmaster employing him in his duties and that in each instance the duties were essentially those set forth in the above paragraph, to have been furnished with a rule book of the company employing him, to have been directed to study these rules, to have studied them and to have learned that his duties were those set out, together with certain other duties performed by domestic porters, and that thereafter to have performed these duties regularly during his hours of employment and not to have been subsequently directed by any other employe of the company to perform these duties. In other words, these men claim to have known their duties at the time they went to work and to have discharged these duties regularly without further instruction, as the occasion demanded. Therefore, in answer to Mr. Franklin's inquiry for the name of each man who has instructed these porters to perform the duties coming under the heading of trainmen's responsibilities and description of the trainmen's service rendered in each case, we have set forth the service rendered in the first paragraph of this list and hereafter under the heading of trainmaster have furnished the name of the man who instructed these porters in their duties.

NAME OF PORTER		TRAIN MASTER	RUNS	EMPLOYING RAILROAD
Charlie H. Smith	1902	C. C. Hodges	Atlanta-Chattanooga	So. RR
Bob Layson	1902	B. E. Hudgins	" "	"
Andrew Huff	1912	A. P. Johnson	Atlanta-Brunswick	"
Tom Latimore	1903	T. M. Bell	Atlanta-Chattanooga	"
Adam B. Bell	1894	_ _ Ross	G.P.Div.West of Birmingham	"
Green Colbert	1916	E. M. Madden	Atlanta-Brunswick	"
John T. Clowers	1892	A. Ramsur	Atlanta-Savannah	"
Dave Siler	1900	R.L. Pilling	Blue Ridge-Atlanta	L&N RR
Will Wright	1909	O. C. Kinzel	Atlanta-Knoxville	So. RR

Name of Porter	Date	Train Master	Runs	Employing Railroad
~~Name of Porter~~	~~1890~~	~~J. A. Brogy~~	~~Chattanooga-Atlanta~~	So. R.R.
Will Chubbs	1918	B. F. Langford	Atlanta-Chattanooga	So. R.R.
Ernest Moody	1913	H. W. Ashly	Memphis-Chattanooga	"
Josh Bell	1901	J. A. Keith	Brunswick-Atlanta	"
C. Campbell	1884	C. B. Neckoes	Chattanooga-Atlanta	"
Will Harris	1907	O. A. Gunthorp	Brunswick-Atlanta	"
F. Pittman	1908	W. J. Bell	" "	"
James Ross	1910	" "	Jesup-Atlanta	"
Chairle Gibbs	1905	John Ellis	Macon-Atlanta	"
Pink Hammond	1913	B. F. Langford	Chattanooga-Atlanta	"
Anthony Jackson	1909	L _ McLendon	Brunswick-Atlanta	"
Tom Merritt	1895	A.B. Bomsen	Salisbury-Atlanta	"
Alex Hodo	1917	_ _ Madden	Macon-Atlanta	"
Mack Flemister	1917	B. F. Langford	Chattanooga-Atlanta	"
Charlie Sampson	1916	H. W. Ashly		"

Employes of the L. & N. Railroad represented by Messrs. Arnold & Ransom state that they have furnished this same information directly to Mr. Franklin's office.

E-38-11-A

FILE

November Eighteenth,
Nineteen Nineteen.

Mr. Ronald Ransom,
Attorney at Law,
904 Hurt Bldg.,
Atlanta, Ga.

Dear Sir:

I wish to acknowledge receipt of statement submitted in response to Mr. Franklin's suggestion of September 29th -- relative to claim of Colored Train Porters on the Southern and Louisville & Nashville Railroads; and same will be investigated and you will be advised later of the result.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

COPY

Form G-77

2—8678

E-38-11-A

FILE

November Eighteenth,
Nineteen Nineteen.

Mr. W. L. Mapother, Federal Manager,
Louisville & Nashville Railroad,
Louisville, Ky.

Dear Sir:

I am attaching copy of a statement submitted by Messrs. Arnold and Ransom, Attorneys at Law, Atlanta, Georgia, relative to claim of colored train porters on the Southern Railroad and the Louisville & Nashville Railroad, for brakemen's rate of pay, also back pay, under General Order No. 27 and Supplements thereto.

Will you kindly investigate this claim, so far as the Louisville & Nashville Railroad is concerned, and advise me at your earliest convenience what action will be taken.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/mz

Cc to Mr. B. L. Winchell,
Regional Director.

COPY

Form G-77

2—8075

E-38-11-A

FILE

November Eighteenth,
Nineteen Nineteen.

Mr. E. H. Coapman, Federal Manager,
Southern Railroad,
Washington, D. C.

Dear Sir:

I am attaching copy of a statement submitted by Messrs. Arnold & Ransom, Attorneys at Law, Atlanta, Georgia, relative to claim of colored train porters on the Southern Railroad and the Louisville & Nashville Railroad, for brakemen's rate of pay, also back pay, under General Order No. 27 and Supplements thereto.

Will you kindly investigate this claim, so far as the Southern Railroad is concerned, and advise me at your earliest convenience what action is taken.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

Cc to Mr. B. L. Winchell,
Regional Director.

COPY

Form G-77

2—8675

UNITED STATES RAILROAD ADMINISTRATION

Form 51

DIRECTOR GENERAL OF RAILROADS

LOUISVILLE & NASHVILLE RAILROAD
LOUISVILLE, HENDERSON & ST. LOUIS RAILROAD
NASHVILLE, CHATTANOOGA & ST. LOUIS RAILROAD
TENNESSEE CENTRAL RAILROAD
BIRMINGHAM & NORTHWESTERN RAILROAD

OFFICE OF FEDERAL MANAGER, LOUISVILLE, KY.

W. L. MAPOTHER,
FEDERAL MANAGER.

On L&N Train No.7,
December 2nd 1919.

E-38-11-a

DIVISION OF LABOR

Mr. H.P. Daugherty,
Assistant Director,
Washington.

Dear Sir,

DEC 9 1919

Yours of the 18th ultimo, with enclosures, covering claim of Messrs. Arnold and Ransom, Attorneys-at-Law, Atlanta, Ga., that certain train porters on the Southern and Louisville & Nashville Railroads have not been properly compensated.

The statement enclosed with your letter shows but one porter, - namely, Dave Siler, - as being employed on the L&NRR, but one of the other men, namely, Will Wright, - shown as being employed by the Southern Railroad, - is actually in the service of the L&NRR.

All of the train porters in the service of the Louisville & Nashville Railroad have been properly compensated in accordance with the requirements of the wage orders issued by the Administration. Where they have been called upon to perform the duties of brakemen they have likewise been properly compensated. The two porters in question have not performed

brakemen's services since November 1918, nor have they ever been supplied with switch keys and it would, therefore, be impossible for them to handle any switches except under direct supervision.

For your further information, I quote report from the Superintendent, having jurisdiction of the lines upon which these porters are employed, as follows:

" With reference to the five classes of service these porters allege they performed.

(a)
These porters are not, to any extent, responsible for the inspection of cars, testing of air signals, etc but of course are expected to notify the conductor if they should notice any defects. This same rule applies to our track laborers, -- if they should notice defects in passing trains, such as brake beams down, etc.

Practically all of the testing of signals performed by them is the pulling of signal cord, etc where passenger car is picked up on line of road which would not amount to more than one case in every 90 days.

All proper inspection etc of every passenger train on this division is done before the departure of train by properly authorized employes of the mechanical department.

(b)
Practically all signals given by them are

" as follows:

In some cases where the porter is assisting in unloading baggage and the conductor gives the proper hand or lamp signals when his passenger work is finished and the porter passes this signal on to the engineer.

In special emergency cases where the porter would be called upon to throw a switch, he has, of course, given signals when he had the switch properly lined and secure.

(c)
There has absolutely been no opening and closing of switches by porters since November 8th 1918 except in emergency cases as may have occurred.

(d)
There has been no coupling of cars and engines by these porters except in very rare instances stated above, or perhaps one case every 90 days.

(e)
These porters are not required to compare watches with other employes - are not even required to have a watch.

Train Master O C Kinzel is present and states that he employed Porter Will Wright and that these porters are correct in saying they were furnished with a rule book and directed to study them etc.

Train Master Kinzel further states that these porters have never been examined on these rules; have never been considered as being responsible under these rules for the safety of the train." //

Yours truly, W S Carpenter

Federal Manager.

E-38-11-A

December 12, 1919.

for E. Marvin Underwood.

With further reference to your memoranda of September 5th and 30th, relative to the claim of Messrs. Arnold & Ransom, Attorneys at Law, Atlanta, Ga., that certain train porters on the Southern and Louisville & Nashville Railroads have not been properly compensated.

A copy of the statemen t furnished by the attorneys showing the names of the employes and their assignments was forwarded to the Federal Managers of the above roads, with request that investigation be made and the result communicated to us; and we are just in receipt of reply from Federal Manager Mapother advising regarding the porters shown on the statement, namely, Dave Siler and Will Wright, employes of the L. & N. Railroad.

He states that all of the train porters in the service of the L. & N. Railroad have been properly compensated in accordance with the requirements of the wage orders issued by the Administration, and where they have been called upon to perform the duties of brakemen, they have likewise been compensated. The two porters in question have not performed brakemen's services since November, 1918, nor have they ever been supplied with switch keys and it, therefore, would be impossible for them to handle any switches except under direct supervision.

He further quotes report from the Superintendent having jurisdiction of the lines upon which these porters are employed, as follows: --

"With reference to the five classes of service these porters allege they performed.

(a) These porters are not, to any extent, responsible for the inspection of cars, testing of air signals, etc. but of course are expected to notify the conductor if they should notice any defects. This same rule applies to our track laborers -- if they should notice defects in passing trains, such as brake beams down, etc.

Form G-77

Practically all of the testing of signals performed by them is the pulling of signal cord, etc. where passenger car is picked up on line of road which would not amount to more than one case in every 90 days.

2—8675

All proper inspection etc. of every passenger train on this division is done before the departure of the train by properly authorized employes of the mechanical department.

COPY

(b) Practically all signals given by them are as follows: -

In some cases where the porter is assisting in unloading baggage and the conductor gives the proper hand or lamp signals when his passenger work is finished and the porter passes this signal on to the engineer.
In special emergency cases where the porter would be called upon to throw a switch, he has, of course given signals when he had the switch properly lined and secure.

(c) There has absolutely been no opening and closing of switches by porters since November 8th, 1918, except in emergency cases as may have occurred.

(d) There has been no coupling or cars and engines by these porters except in very rare instances stated above, or perhaps one case every 90 days.

(e) These porters are not required to compare watches with other employes - are not even required to have a watch.
Trainmaster O. C. Kinzel is present and states that he employed porter Will Wright and that these porters are correct in saying they were furnished with a rule book and directed to study them, etc.
Trainmaster Kinzel further states that these porters have never been examined on these rules; have never been considered as being responsible under these rules for the safety of the train."

As soon as we have received report from the Federal Manager of the Southern Railroad, you will be further advised.

In this connection, I wish to state that the entire colored train porter situation throughout the country has been investigated and developed and laid before the Director General personally, and it is being given consideration, and we hope that a determination of same will be made within the very near future.

W. S. Carter.

11/as

E-38-11-A

December 12, 1919.

Mr. W. L. Mapother, Federal Manager,
Louisville & Nashville Railroad,
Louisville, Ky.

Dear Sir:

I wish to acknowledge receipt of, and thank you for, your letter dated December 2nd on L. & N. Trail No. 7, replying to mine of the 18th ult., with enclosures covering claim of Messrs. Arnold & Ransom, Attorneys at Law, Atlanta, Georgia, that certain train porters on the Southern and Louisville & Nashville Railroads have not been properly compensated.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

Oct the 22 1919 E3 1/4

Brownsville Tex

DIVISION OF LABOR

Mr: J. A. Franklin Dear Sir

I have a letter the other day that you rate Mr Mosey about a night the 2 fire E 3-8 11 stating if ever was still doing Brakeman work we would have to receive a Brakeman pay I has never stop doing Brakeman work my Conductor A M Miller instructed me to do as before and I has did so I has six time tickets made for me I taken them to my time keeper and asked him to send them in and he refused I also taken them to my train master Mr D Frost and he refused stating that Colored was not allowed Brakeman pay on passenger train I also taken them to Mr A P Johnson Supt and he refused to send them I ask you Dear Sir to please to send these

2.

in for me as I need the money
if you need any more proofs I can
give it to you my Runs are 41 was
and 42 East and 34 was and 36
East I ask you Dear Sir to please
give this matter your Best Consider
ation & Re Main your humble
Servant J. H. Hall

C O P Y (10/29/19) FORM 836

NO_____

United States Railroad Administration
Director General of Railroads
SOUTHERN RAILROAD LINES
and associated railroads

CONDUCTOR'S TIME AND DELAYED TIME TICKET

Date of Leaving October 18, 1919.

Train No. 35 & 42 Engine No. 1247 1325 Class of Service Pass Mileage 223

Between Knoxville and Chattanooga and return

			Trip Day Amt. *
# Called	12:20 AM	Conductor	
# Called to leave (time and date)	1:50 AM 10/18/19	Flagman	
# Time required to report	1:20 A.M.	Baggageman	
# Actual starting time	1:50 A.M.	Porter	
Left 2:42 A		Brakeman (White / Colored)	J. H. Hall
# Arrived final yard limit	10:50 A.M.	Brakeman (White / Colored)	
# Arrived end of run	2:20 PM (date and Time relieved) 2:30 PM	Brakeman (White / Colored)	
Hours of service (Yard crews only)	M. to M	Brakeman (White / Colored)	

DELAYED TIME CLAIMED

Elapsed Time Terminal Hours

Overtime after Road 2 hrs & 01 min Hours

Total overtime Yard Crews Hours

CAUSES OF DELAYS

Hrs Min Hrs Min.

*for use of timekeeper only NOTE:-All spaces marked # must be filled out in ALL CASES

Checked Approved:

(Sgd) J. H. Hall
Claimant

C O P Y (10/20/19) FORM 836

United States Railroad Administration
Director General of Railroads
SOUTHERN RAILROAD LINES
and associated railroads

NO_____

CONDUCTOR'S TIME AND DELAYED TIME TICKET

Date of Leaving October 17, 1919.

Train No. 36 Engine No. 1316 Class of Service Pass Mileage 111

Between Chattanooga and Knoxville xxxxxxxx

Trip Day Avg.

Called 11:00 P.M. (time and) 10/17/19 Conductor

Called to leave (date) 12:45 A.M. Flagman

Time required to report 12.15 A.M. Baggageman

Actual starting time 12:45 A.M. Porter

Arrived final yard limit 4:50 A.M. Brakeman (White) (Colored) J. H. Hall

Arrived end of run 4:55 A.M. (date and Time relieved) 5:00 AM 10/17/19 Brakeman (White) (Colored)

Hours of service (Yard crews only) M. to M. Brakeman (White) (Colored)

DELAYED TIME CLAIMED

Elapsed Time Terminal Hours

Overtime after Read 3 hrs & 54 min Hours

Total overtime Yard Crews Hours

CAUSES OF DELAYS

Hrs Min Hrs Min.

*for use of timekeeper only NOTE:-All spaces marked # must be filled out in ALL CASES

Checked Approved:

(Sgd) J. H. Hall
Claimant

C O P Y (10/29/19) FORM 836

NO_____

United States Railroad Administration
Director General of Railroads
SOUTHERN RAILROAD LINES
and associated railroads

CONDUCTOR'S TIME AND DELAYED TIME TICKET

Date of Leaving October 21, 1919

Train No. 35 & 42 Engine No. 1325 1316 Class of Service Pass Mileage 223

Between Knoxville and Chattanooga and return

				Trip Day Avg.
# Called	12:20 A.M. (time and)		Conductor	*
# Called to leave	(date) 1:50 A.M.	10/21/19	Flagman	
# Time required to report	1:20 A.M.		Baggageman	
# Actual starting time	2:25 A.M.		Porter	
Left 242 A				
# Arrived final yard limit	10:50 A.M.		Brakeman (White x / Colored)	J. H. Hall
	(date and	2:30 PM		
# Arrived end of run	2:20 PM	Time relieved)	Brakeman (White / Colored)	
Hours of service	(Yard crews only)	M. to M.	Brakeman (White / Colored)	

DELAYED TIME CLAIMED

Elapsed Time	13 hrs & 10 min	Terminal	Hours
Overtime after	11 " " 09 " Road	2 hrs & 01 min Hours	
Total overtime	2 " " 01 "	Yard Crews	Hours

CAUSES OF DELAYS

	Hrs Min		Hrs Min.

*for use of timekeeper only NOTE:-All spaces marked # must be filled out in ALL CASES

Checked Approved:

(Sgd) J. H. Hall
Claimant

C O P Y (10/29/19) FORM 836

NO_____

United States Railroad Administration
Director General of Railroads
SOUTHERN RAILROAD LINES
and associated railroads

CONDUCTOR'S TIME AND DELAYED TIME TICKET

Date of Leaving October 16, 1919

rain No. 41 Engine No. 1325 Class of Service Pass Mileage 111

etween Knoxville and Chattanooga

Trip Day Amt.

alled 12:20 P.M. (time and) Conductor *

alled to leave (date) 2:30 P.M. 10/16/19 Flagman

ime required to report 2:00 P.M. Baggageman

ctual starting time 2:30 P.M. Porter

rrived final yard limit 6:20 P.M. Brakeman (White) (Colored) J. H. Hall

rrived end of run 6:25 PM (date and Time relieved) 6:35 PM 10/15/19 Brakeman (White) (Colored)

ours of service (Yard crews only) M. to M. Brakeman (White) (Colored)

DELAYED TIME CLAIMED

apsed Time Terminal Hours

vertime after Road Hours

otal overtime Yard Crews Hours

CAUSES OF DELAYS

Hrs Min Hrs Min.

or use of timekeeper only NOTE:-All spaces marked * must be filled out in ALL CASES

ecked Approved: (Sgd) J. H. Hall

Claimant

C O P Y (10/20/19) FORM 836

NO_____

United States Railroad Administration
Director General of Railroads
SOUTHERN RAILROAD LINES
and associated railroads

CONDUCTOR'S TIME AND DELAYED TIME TICKET

Date of Leaving October 20, 1919

Train No. 36 Engine No. 1316 Class of Service Pass Mileage 111

Between Chattanooga and Knoxville

			Trip Day Amt.
# Called 11:00 P.M. (time and)		Conductor	*
# Called to leave (date)	12:45 A.M. 10/20/19	Flagman	
# Time required to report	12:15 A.M.	Baggageman	
# Actual starting time	12:45 A.M.	Porter	
# Arrived final yard limit	4:25 A.M.	Brakeman (White) (Colored)	J. H. Hall
# Arrived end of run	4:30 AM (date and Time relieved)	4:40 AM Brakeman (White) (Colored)	
Hours of service (Yard crews only)	M. to M.	10/20/19 Brakeman (White) (Colored)	

DELAYED TIME CLAIMED

Elapsed Time	14 hrs & 50 min	Terminal	Hours
Overtime after	11 hrs & 06 min Road	3 hrs & 44 min Hours	
Total overtime	3 " " 44 "	Yard Crews	Hours

CAUSES OF DELAYS

_____ Hrs Min Hrs Min.

*for use of timekeeper only NOTE:-All spaces marked # must be filled out in ALL CASES

Checked Approved: (Sgd) J. H. Hall

Claimant

C O P Y (10/20/19) FORM 836

United States Railroad Administration
Director General of Railroads
SOUTHERN RAILROAD LINES
and associated railroads

NO_____

CONDUCTOR'S TIME AND DELAYED TIME TICKET

Date of Leaving Oct. 19, 1919

Train No. 41 Engine No. 1325 Class of Service Pass Mileage 111

Between Knoxville and Chattanooga

Trip Day Avg.

* Called 12:20 P.M. (time and) Conductor

* Called to leave (date) 2:20 PM 10/19/19 Flagman

* Time required to report 1:50 P.M. Baggageman

* Actual starting time 2:20 P.M. Porter

* Arrived final yard limit 6:20 P.M. (date and) Brakeman (White) (Colored) J. H. Hall

* Arrived end of run 6:25 PM Time relieved 6:35 PM 10/19/19 Brakeman (White) (Colored)

Hours of service (Yard crews only) M. to M. Brakeman (White) (Colored)

DELAYED TIME CLAIMED

Elapsed Time Terminal Hours

Overtime after Road Hours

Total overtime Yard Crews Hours

CAUSES OF DELAYS

Hrs Min Hrs Min.

*for use of timekeeper only NOTE:-All spaces marked * must be filled out in ALL CASES

Checked Approved: (Sgd) J. H. Hall

Claimant

E-38-11-A

FILE

October Twenty eighth,
Nineteen Nineteen.

Mr. E. H. Coapman, Federal Manager,
Southern Railroad,
Washington, D. C.

Dear Sir:

We are in receipt of a letter from Mr. J. H. Hall, who claims to be employed as a brakeman on runs 41 and 42, and 36 and 37 between Knoxville and Chattanooga, Southern Railroad - with which he enclosed the attached six time tickets, and which he states the time-keeper, Trainmaster W. D. Yost and Superintendent A. P. Johnson refused to accept.

He claims that he is still performing the duties of brakeman by instructions of his conductor, Mr. A. H. Miller, and is, therefore, entitled to brakeman's rate, in accordance with the wage orders.

Will you kindly investigate this claim, and advise me what action will be taken?

Yours very truly,

H. P. Daugherty,

Assistant Director.

COPY

Il/az

Form G-77

Go to Mr. B. Le Winstell,
Regional Director.

E-38-11-A

FILE

October Twenty ninth,
Nineteen Nineteen.

Mr. J. H. Hall,
437 West Depot St.,
Knoxville, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of October 27th addressed to Mr. J. A. Franklin, Assistant Director, with which you enclosed six time tickets and claim that you should receive brakeman's rate for services between Knoxville and Chattanooga on the Southern Railroad.

Please be advised that the matter is being investigated and you will be advised later of the result.

Yours very truly,

H. F. Daugherty

Assistant Director.

11/az

COPY

Form G-77

8673

(1)

DIVISION OF LABOR.

E 38-11-A Nov. 2 1919

Mr. W. S. Carter
Washington, D. C.

NOV 4 1919

Dear Sir

i Recived your Recent letter to date and i am sending you 10 Jon. more Time Tickets For Work i don as Breakman on these trains Between Knoxville & Chattanooga With Conductor F. H. Miller and i am Still doing Breakman Work every day instead to do So i don prove that i am doing this Work

(2)

every day and I am not
showing pay for it and
they want, ask the baskets
for me that are the
Reason that I am sending
them to you and
asking you to please
provide enough for
me to live.

Respectfully yours

J. H. Hall
437 W. Depot St.
Sparta Ville
Tenn.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

Form 836

No. _____

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

CONDUCTOR'S TIME AND DELAYED TIME TICKET

DATE OF LEAVING Oct 22 19

TRAIN No. 41 ENGINE No. 1325 CLASS OF SERVICE Pass MILEAGE 111

BETWEEN Knoxville AND Chattanooga

			TRIP	DAY	AMOUNT*
¶CALLED	1 30 PM	CONDUCTOR			
¶CALLED TO LEAVE (Time and Date)	3 30 PM 10-22-19	FLAGMAN			
¶TIME REQUIRED TO REPORT	3 00 PM	BAGGAGEMAN			
¶ACTUAL STARTING TIME	3 30 PM	PORTER			
¶ARRIVED FINAL YARD LIMIT	7 55 PM	BRAKEMAN (White / Colored) J H Hall			
¶ARRIVED END OF RUN 8 00 PM	DATE AND TIME RELIEVED 8 10 PM	BRAKEMAN (White / Colored)			
HOURS OF SERVICE (Yard Crews Only) _____	M. to 10-22-19 M.	BRAKEMAN (White / Colored)			

ELAPSED TIME _____

DELAYED TIME CLAIMED

TERMINAL _____ HOURS

OVERTIME AFTER _____ ROAD _____ HOURS

TOTAL OVERTIME _____

CAUSES OF DELAYS

YARD CREWS _____ HOURS

	HRS.	MIN.		HRS.	MIN.

*For use of Timekeeper only.

NOTE.—All spaces marked ¶ must be filled out in ALL CASES.

CHECKED: _____

APPROVED: _____

J H Hall
Claimant

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

Form 836

No. _____

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

CONDUCTOR'S TIME AND DELAYED TIME TICKET

DATE OF LEAVING Oct 23 19

TRAIN No. 36 ENGINE No. 1316 CLASS OF SERVICE Pass MILEAGE 111

BETWEEN Chattanooga AND Knoxville

¶ CALLED 11 00 PM

¶ CALLED TO LEAVE (Time and Date) 1245 am 10-23-19

¶ TIME REQUIRED TO REPORT 1215 am

¶ ACTUAL STARTING TIME 1245 am

¶ ARRIVED FINAL YARD LIMIT 4 25 am

¶ ARRIVED END OF RUN 4 30 am DATE AND TIME RELIEVED 4 40 am 10-23-19

HOURS OF SERVICE (Yard Crews Only) _____ M. to _____ M.

	TRIP	DAY	AMOUNT*
CONDUCTOR			
FLAGMAN			
BAGGAGEMAN			
PORTER			
BRAKEMAN (~~White~~ Colored) J H Hall			
BRAKEMAN (White Colored)			
BRAKEMAN (White Colored)			

ELAPSED TIME _____

OVERTIME AFTER _____

TOTAL OVERTIME _____

DELAYED TIME CLAIMED

ROAD 2 hrs 34 mins HOURS

TERMINAL _____ HOURS

YARD CREWS _____ HOURS

CAUSES OF DELAYS

	HRS.	MIN.		HRS.	MIN.

*For use of Timekeeper only.

NOTE.—All spaces marked ¶ must be filled out in ALL CASES.

CHECKED: _____

APPROVED: _____

J H Hall
Claimant

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

Form 836

No. _____

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

CONDUCTOR'S TIME AND DELAYED TIME TICKET

DATE OF LEAVING Oct. 24 1919

TRAIN No. 35442 ENGINE No. 1316 1325 CLASS OF SERVICE Pass MILEAGE 223

BETWEEN Knoxville AND Chattanooga & Return

			TRIP	DAY	AMOUNT
¶CALLED 1520 am		CONDUCTOR			
¶CALLED TO LEAVE (Time and Date) 150 am 10-24-19		FLAGMAN			
¶TIME REQUIRED TO REPORT 120 am		BAGGAGEMAN			
¶ACTUAL STARTING TIME 450 am		PORTER			
Left 442 ¶ARRIVED FINAL YARD LIMIT 1050 am 10-24-19		BRAKEMAN (White / Colored) J H Hall			
¶ARRIVED END OF RUN 300 pm DATE AND TIME RELIEVED 310 pm		BRAKEMAN (White / Colored)			
HOURS OF SERVICE (Yard Crews Only) _____ M. 10-24-19		BRAKEMAN (White / Colored)			

DELAYED TIME CLAIMED

ELAPSED TIME _____ TERMINAL _____ HOURS

OVERTIME AFTER _____ ROAD 2 hrs + 41 mins HOURS

TOTAL OVERTIME _____ YARD CREWS _____ HOURS

CAUSES OF DELAYS

	HRS.	MIN.		HRS.	MIN.

*For use of Timekeeper only.

NOTE.—All spaces marked ¶ must be filled out in ALL CASES.

CHECKED: _____ APPROVED: _____ J H Hall

Claimant

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

Form 836

No. _____

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

CONDUCTOR'S TIME AND DELAYED TIME TICKET

DATE OF LEAVING Oct. 25 191 9

TRAIN No. 41 ENGINE No. 1325 CLASS OF SERVICE Pass MILEAGE 111

BETWEEN Knoxville AND Chattanooga

			TRIP	DAY	AMOUNT
¶CALLED 1 20 pm		CONDUCTOR			
¶CALLED TO LEAVE (Time and Date) 2 20 pm 10-25-19		FLAGMAN			
¶TIME REQUIRED TO REPORT 1 50 pm		BAGGAGEMAN			
¶ACTUAL STARTING TIME 3 20 pm		PORTER			
¶ARRIVED FINAL YARD LIMIT 6 20 pm	6 30 pm	BRAKEMAN (~~White~~ Colored) J H Hall			
¶ARRIVED END OF RUN 6 25 pm DATE AND TIME RELIEVED	6	BRAKEMAN (White Colored)			
HOURS OF SERVICE (Yard Crews Only) _____ M. to 10-25-19 M.		BRAKEMAN (White Colored)			

DELAYED TIME CLAIMED

ELAPSED TIME _____ TERMINAL _____ HOURS

OVERTIME AFTER _____ ROAD _____ HOURS

TOTAL OVERTIME _____ YARD CREWS _____ HOURS

CAUSES OF DELAYS

	HRS.	MIN.		HRS.	MIN.

*For use of Timekeeper only.

NOTE.—All spaces marked ¶ must be filled out in ALL CASES.

CHECKED: _____

APPROVED: _____

J H Hall
Claimant

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

Form 836

No. _____

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

CONDUCTOR'S TIME AND DELAYED TIME TICKET

DATE OF LEAVING Oct 26 19

TRAIN No. 36 ENGINE No. 1316 CLASS OF SERVICE Pass MILEAGE 111

BETWEEN Chattanooga AND Knoxville

			TRIP	DAY	AMOUNT
¶CALLED 1100 pm		CONDUCTOR			
¶CALLED TO LEAVE (Time and Date) 1245 am 10-26-19		FLAGMAN			
¶TIME REQUIRED TO REPORT 1215 am		BAGGAGEMAN			
¶ACTUAL STARTING TIME 1245 am		PORTER			
¶ARRIVED FINAL YARD LIMIT 445 am		BRAKEMAN (White / Colored) J H Hall			
¶ARRIVED END OF RUN 445 am DATE AND TIME RELIEVED 459 am		BRAKEMAN (White / Colored)			
HOURS OF SERVICE (Yard Crews Only) _____ M. to 10-26-19 M.		BRAKEMAN (White / Colored)			

ELAPSED TIME _____ DELAYED TIME CLAIMED TERMINAL _____ HOURS

OVERTIME AFTER _____ ROAD 4 hrs + 01 min HOURS

TOTAL OVERTIME _____ CAUSES OF DELAYS YARD CREWS _____ HOURS

	HRS.	MIN.		HRS.	MIN.
Dalterwol Black		10			
McDonald		10			
Brandon ✓		10			

*For use of Timekeeper only.

NOTE.—All spaces marked ¶ must be filled out in ALL CASES.

CHECKED: _____ APPROVED: _____ J H Hall
Claimant

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

Form 836

No. _____

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

CONDUCTOR'S TIME AND DELAYED TIME TICKET

DATE OF LEAVING Oct 27 1919

TRAIN No. 35842 ENGINE No. 1324 1325 CLASS OF SERVICE Pass MILEAGE 223

BETWEEN Knoxville AND Chattanooga & Return

¶CALLED 1220 am

¶CALLED TO LEAVE (Time and Date) 150 am 10, 27, 19

¶TIME REQUIRED TO REPORT 120 am

¶ACTUAL STARTING TIME 150 am

¶ARRIVED FINAL YARD LIMIT 1050, 10, 27, 19 Lay to shuttle

¶ARRIVED END OF RUN 220 pm DATE AND TIME RELIEVED 230 pm

HOURS OF SERVICE (Yard Crews Only) 10 M. to 27, 19 M.

	TRIP	DAY	AMOUNT*
CONDUCTOR			
FLAGMAN			
BAGGAGEMAN			
PORTER			
BRAKEMAN (~~White~~ Colored) J. H. Hall			
BRAKEMAN (White Colored)			
BRAKEMAN (White Colored)			

DELAYED TIME CLAIMED

ELAPSED TIME _____ TERMINAL _____ HOURS

OVERTIME AFTER _____ ROAD 2 hrs & 01 mins HOURS

TOTAL OVERTIME _____

CAUSES OF DELAYS

YARD CREWS _____ HOURS

	HRS.	MIN.		HRS.	MIN.

*For use of Timekeeper only.

NOTE.—All spaces marked ¶ must be filled out in ALL CASES.

CHECKED: _____

APPROVED: _____

J. H. Hall
Claimant

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

Form 836

No. _____

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

CONDUCTOR'S TIME AND DELAYED TIME TICKET

DATE OF LEAVING Oct 28 1919

TRAIN No. 41 ENGINE No. 1294 CLASS OF SERVICE Pass MILEAGE 111

BETWEEN Knoxville AND Chattanooga

¶CALLED 1220 pm

¶CALLED TO LEAVE (Time and Date) 2 20 pm 10.28.19

¶TIME REQUIRED TO REPORT 1 50 pm

¶ACTUAL STARTING TIME 2 20 pm

¶ARRIVED FINAL YARD LIMIT 5 20 pm

¶ARRIVED END OF RUN 6 25 pm DATE AND TIME RELIEVED 6 35 pm

HOURS OF SERVICE (Yard Crews Only) _____ M. to 10 28 19 M.

	TRIP	DAY	AMOUNT*
CONDUCTOR			
FLAGMAN			
BAGGAGEMAN			
PORTER			
BRAKEMAN (~~White~~ Colored) J H Hace			
BRAKEMAN (White Colored) J H Hace			
BRAKEMAN (White Colored)			

ELAPSED TIME _____

OVERTIME AFTER _____

TOTAL OVERTIME _____

DELAYED TIME CLAIMED

ROAD _____ HOURS

TERMINAL _____ HOURS

YARD CREWS _____ HOURS

CAUSES OF DELAYS

	HRS.	MIN.		HRS.	MIN.

*For use of Timekeeper only.

NOTE.—All spaces marked ¶ must be filled out in ALL CASES.

CHECKED: _____

APPROVED: _____

J H Hace
Claimant

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

Form 836

No. _____

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

CONDUCTOR'S TIME AND DELAYED TIME TICKET

DATE OF LEAVING Oct. 29, 1919

TRAIN No. 36 ENGINE No. 1325 CLASS OF SERVICE Pass MILEAGE 111

BETWEEN Chattanooga AND Knoxville

¶CALLED 11 00 pm

¶CALLED TO LEAVE (Time and Date) 12 45 am 10, 29, 19

¶TIME REQUIRED TO REPORT 12 15 am

¶ACTUAL STARTING TIME 12 45 am

¶ARRIVED FINAL YARD LIMIT 4 25 am

¶ARRIVED END OF RUN 4 30 am DATE AND TIME RELIEVED 4 40 am

HOURS OF SERVICE (Yard Crews Only) _____ M. to 10, 29, 19 M.

	*TRIP	DAY	AMOUNT*
CONDUCTOR			
FLAGMAN			
BAGGAGEMAN			
PORTER			
BRAKEMAN (White Colored) J H Hale			
BRAKEMAN (White Colored)			
BRAKEMAN (White Colored)			

ELAPSED TIME _____

OVERTIME AFTER _____

TOTAL OVERTIME _____

DELAYED TIME CLAIMED

ROAD 3 hrs & 44 mins HOURS

TERMINAL _____ HOURS

YARD CREWS _____ HOURS

CAUSES OF DELAYS

	HRS.	MIN.		HRS.	MIN.

*For use of Timekeeper only.

NOTE.—All spaces marked ¶ must be filled out in ALL CASES.

CHECKED: _____

APPROVED: _____

J H Hale
Claimant

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

Form 836

No. _____

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

CONDUCTOR'S TIME AND DELAYED TIME TICKET

DATE OF LEAVING Oct 29, 1919

TRAIN No. 35842 ENGINE No. 1472 1325 CLASS OF SERVICE _____ MILEAGE 223

BETWEEN Scottville AND Chattanooga & Return

¶CALLED 12 20 am

¶CALLED TO LEAVE (Time and Date) 150 am 10 29 19

¶TIME REQUIRED TO REPORT 120 am

¶ACTUAL STARTING TIME 150 am

¶ARRIVED FINAL YARD LIMIT 10 45 am 10 29 19

¶ARRIVED END OF RUN 320 pm DATE AND TIME RELIEVED 230 pm

HOURS OF SERVICE (Yard Crews Only) _____ M. to 10 29 19 M.

	TRIP	DAY	AMOUNT*
CONDUCTOR			
FLAGMAN			
BAGGAGEMAN			
PORTER			
BRAKEMAN (~~White~~ Colored) J H Hall			
BRAKEMAN (White Colored)			
BRAKEMAN (White Colored)			

ELAPSED TIME _____

OVERTIME AFTER _____

TOTAL OVERTIME _____

DELAYED TIME CLAIMED

ROAD 2 hrs & 01 mins HOURS

TERMINAL _____ HOURS

YARD CREWS _____ HOURS

CAUSES OF DELAYS

	HRS.	MIN.		HRS.	MIN.

*For use of Timekeeper only.

NOTE.—All spaces marked ¶ must be filled out in ALL CASES.

CHECKED: _____

APPROVED: _____

J H Hall
Claimant

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

Form 836

No. _____

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

CONDUCTOR'S TIME AND DELAYED TIME TICKET

DATE OF LEAVING Oct. 31, 1919

TRAIN No. 41 ENGINE No. 1325 CLASS OF SERVICE Pass. MILEAGE 111

BETWEEN Knoxville AND Chattanooga

¶CALLED 4 00 pm

¶CALLED TO LEAVE (Time and Date) 6 00 pm 10.31.19

¶TIME REQUIRED TO REPORT 530 pm

¶ACTUAL STARTING TIME 6 00 pm

¶ARRIVED FINAL YARD LIMIT 10 15 pm

¶ARRIVED END OF RUN 110 pm DATE AND TIME RELIEVED 10 15 pm

HOURS OF SERVICE (Yard Crews Only) _____ M. to 10.31, 19

	TRIP	DAY	AMOUNT*
CONDUCTOR			
FLAGMAN			
BAGGAGEMAN			
PORTER			
BRAKEMAN (~~White~~ Colored) J. H. Hale			
BRAKEMAN (White Colored)			
BRAKEMAN (White Colored)			

ELAPSED TIME _____

DELAYED TIME CLAIMED

TERMINAL _____ HOURS

OVERTIME AFTER _____

ROAD _____ HOURS

TOTAL OVERTIME _____

CAUSES OF DELAYS

YARD CREWS _____ HOURS

	HRS.	MIN.		HRS.	MIN.

*For use of Timekeeper only.

NOTE.—All spaces marked ¶ must be filled out in ALL CASES.

CHECKED: _____

APPROVED: _____

J. H. Hale

Cla

E-38-11-A

FILE

November Tenth,
Nineteen Nineteen.

Mr. J. H. Hall,
437 West Depot St.,
Knoxville, Tenn.

Dear Sir:

I wish to acknowledge receipt of your letter of November 2nd, addressed to Mr. W. S. Carter, Director, with which you enclosed ten more time tickets, which you claim as for work done as brakeman on trains between Knoxville and Chattanooga with conductor, A. H. Miller.

As stated to you in my letter of October 29th, this question is being investigated, and we will advise you later of the result.

In this connection, I wish to state it will not be necessary for you to send us any more time cards, as the ones which we received with your original letter are sufficient for our investigation.

Yours very truly,

COPY

H. P. Daugherty

Assistant Director.

Form G-77.

2—8675

11/az

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

SOUTHERN REGION

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

G. R. LOYALL,
ASSISTANT FEDERAL MANAGER.

2-38-11-6

WASHINGTON, D. C. December 10, 1919. c

DIVISION OF LABOR!

DEC 11 1919

Mr. H. P. Daugherty,
Asst. Director, Division of Labor,
Washington, D.C.

Dear sir:-

Your letter of December 28th, claim of J. H. Hall, colored porter, for pay as brakeman.

This case has been investigated and our local officers report that Hall has not been called upon to perform the service of a brakeman. We also have a statement from Conductor Miller to the effect that he has not required Hall to perform such service.

Yours truly,

E. H. Coapman

Federal Manager.

E-38-11-A

December 13, 1919.

Mr. E. H. Coapman, Federal Manager,
Southern Railroad,
Washington, D. C.

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of the 10th inst., replying to mine of October 28th, in regard to the claim of Mr. J. H. Hall, colored train porter, for back pay as brakeman.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

E-38-11-A

December 13, 1919.

Mr. J. H. Hall,
437 Depot St., West,
Knoxville, Tenn.

Dear Sir:

Referring to my letter of November 10th acknowledging receipt of yours of November 2nd, with which you enclosed time tickets which you claim was for work performed as brakeman between Knoxville and Chattanooga with Conductor J. H. Miller.

As stated to you, this question was taken up with the Federal Manager for investigation, andhe advises that you have not been called upon to perform the services of a brakeman. He also states that he has a statement from Conductor Miller to the effect that he has not required you to perform such services, therefore, it is felt that you are not entitled to the pay as claimed.

Very truly yours,

Assistant Director.

11/az

No 8 Long St Billie Harris

Chattanooga Tenn
Dec. 6. 1918

Mr. W. D. Hines
Director General of Railroads.

23815

DEC 11 1918

Kind Sir=
Please except these few words of truth your Servant is writeing to you In behalf of our Colored Porters and Speaking of the back time and raise. Please Sir. if you could see the Conditions of some of the Porters you would do all in your power that needs to be done I feel that when you have finished Reading this letter you will

you will see as I do Mr. Hines
I am Speaking to you personal
my husband dont make
Enough money to pay
Grocerie Bill and house
Rent and Insurance we
have to balance some ever
pay day and my Husband
hasent a regular Job he is
just an Extra porter been
working Eleven Month and
he does not lay off either
Dear Mr Hines I know
they do need it very Bad
me and my husband have not
Decent Clothes to wear this is

this is the plain truth if
Ever anyone told the truth
we have to pay 45 ¢ a bushel
for Cold and I guess soon can't
get any at all Mr Hines it
is a whole lots to look at
and when things are getting
higher all the time and my
husband has to board on
Each end of the road like
now they are over at Cleveland
and run to Somerset he can't
come home and has to board
up there and pay at home.
to Mr Hines you can't imagine
how hard it is on our poor

colored porters some of the
men have quit, they need they
money and more will have to
quit, and the knoxville
men have sued the Company
and the Chattanooga men
haven't and I think and most
know that you will apriciate
their not sueing the Co and
pay them thier back money
The Lord will bless you
if you will have mercy up
on our men and pay them
the lord sure will bless
you, if you could just sympthize
with us we are in a bad
~~sto~~ condition, please study the

These favors I ask
In the name of Jesus Christ
your Servant
Billie Harris

question and please Kind Sir
dont turn me away I am
not onely asking for my
Husband alone I am asking
for all those who haven't
recieved what is due them
they we would be so happy to
recieved their pay before,
Xmas and the lord well
bless you especialy the
head of the Railroad, you
Certianly have a good line
of working men on the Chattanooga
division they are all smart &
and settled men. I believe
you are and will apreciate their
work I ask these favors in the name of Jesus

b

They give you the best
of Service to. Mr Hines
I know that you are not
In need of anything
but to show you how
much they appreciate your
kindness I will have the
Chattanooga men buy you
a nice present one that
you will appreciate for
Xmas one that a man
of your abbility can
wear.

Cincerely your
Servent Billie Harris
No 8 Long St
Chattanooga Tenn

Form G-19

FILE NO. Q1-23815

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

December 12,1919

SUBJECT: Salary and Wages

E-38-11-a

MEMORANDUM for Mr. W. S. Carter:

For your handling, I transmit letter from Mrs. Billie Harris, Chattanooga, Tenn., in regard to her husband's salary.

This closes our file.

E. H. Lamb,
Chief,
BUREAU FOR SUGGESTIONS AND COMPLAINTS

WMV

DEC 15 1919

December 12, 1919

Q1-23815

Subject - Salary and Wages

Mrs. Billie Harris,
#8 Long Street,
Chattanooga, Tenn.

Dear Madam:

Mr. Hines has asked me to acknowledge receipt of and thank you for your letter of December sixth, in regard to your husband's salary.

Appropriate attention will be devoted to this subject by the properly constituted authority.

Yours very sincerely,

Chief.

MMV

B-38-11-A

December 18, 1919.

Mrs. Billie Harris,
No. 8 Long St.,
Chattanooga, Tenn.

Dear Madam:

Your letter of December 6th addressed to the Director General has been referred to the Division of Labor -- relative to the salary which your husband is receiving for services rendered as train porter.

In this connection, I wish to inform you that the entire colored train porter situation throughout the country is receiving attention, and it is expected that a decision will be reached in the very near future.

Very truly yours,

H. P. Daugherty

Assistant Director.

as

129267

E 38-11

12 15 19 19
Meridain miss
MR. W.Hian rail road genterl

SIR i will rite youmin the re gard of this as i feel that youm

will handel this matter for us it has bin some time that it has bin pormis to us an we has not recive it yet an that is thiw the back time an our rase we are not gittin but $ 60 dollars pre month an you you no that we ~~xxx~~ cant live at that now for it take all tht we can do to stay on the job an is tring to stay any way we are train poters for the mobile an ohion be twean ~~meridainxxxxxxxxxxxx~~ mobile an okolona edie johnson charlie buchanah noman clark walter quenn henry buchana sibas willams john o wilson will thank tyou to se after this amedley for us for it is some hold back an you ask ud to rite you if the did not payit an the have not yet
pleas advise amedely

DIVISION OF LABOR

adress to me charlie buchana meridain miss
train poter
for cond D.W Sweatman this matter
is not look after a tall

Mr. Daugherty

DEC 18 1919

DEC 18 1919

December 18, 1919.

Dear Sir:

This will acknowledge receipt of your letter of the 15th instant to the Director General advising that train porters on the Mobile and Ohio Railroad have not received back pay which they feel is due them.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. G.

Mr. Charles Buchana,
Meridian, Mississippi.

C-AN

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON

December 23, 1919.

DIVISION OF LABOR
W. S. CARTER, DIRECTOR

J. A. FRANKLIN
G. W. W. HANGER
H. P. DAUGHERTY
ASSISTANT DIRECTORS

In your reply refer to File

E-38-11 a

Mr. Charles Buchana,
Meridian, Miss.

Dear Sir:

Referring to your letter of the 15th instant, addressed to the Director General, which was referred to the Division of Labor relative to wages and back pay of train porters on the Mobile & Ohio Railroad:

The entire colored train porter situation throughout the country has been investigated and developed and was laid before the Director General. Same is being given consideration and we hope that a determination will be made by him in the very near future.

Yours very truly,

H. P. Daugherty.

Assistant Director.

11-IC

December 23, 1919.

File

E-38-11-a

Mr. Charles Buchana,
Meridian, Miss.

Dear Sir:

Referring to your letter of the 15th instant, addressed to the Director General, which was referred to the Division of Labor relative to wages and back pay of train porters on the Mobile & Ohio Railroad:

The entire colored train porter situation throughout the country has been investigated and developed and was laid before the Director General. Same is being given consideration and we hope that a determination will be made by him in the very near future.

Yours very truly,

H. P. Daugherty

Assistant Director.

11-IC

DIVISION OF LABOR.
27085

Knoxville Tenn
November 27-1919

DEC 1919

Mr Walker D Hines
directer general of Railroads
Mr hines in the dispute
over thear train Porters
it afords me With much
Pleasure to tell you the
facts about thear colored
train porters they have
Ben doing Brakman
Work ever sence they
have ben Working for
the southern railway
When the company hired
them they instructed
them to thear dutey Was

DEC 4 1919

to flag a head and
to open switches and
to close switches and to
pick up cars and
uncople cars and couple
aire house and sigenal
house and the steam
house all so now yous
ones theas Boys are
intitle to theas money
you no We have a
lat of durtey mean
in ones thing now
just like theas
Conducters Sam Mills
and John henry and
my supenches Johnson

and allso my train
master ta Boyd
have not told aney
thing but fals agenst
theas Boys just Because
they are colored now mr
hines i have ben runing
a Pasenger Train out of
Knoxville on the Southern
Railway of the Knoxville
dinishean for the Past
34 years and they nenes
Was a time that i had
to go and stand overs my
Porter to see that he
did his Work rite for they
all Ways new just What

theas duetys Was and
they Went a head and
did the Work With out
being told for they are
Well train mean and
the supender Mr. a P. Johnson
has told fols agenst
theas mean and he noes
it and i dont sea Why
theas mean hament hen
paied theas money long
time ago now Mr hines
your ones if you Will
stand back and listen
to What E H. Coapman
says it is rong for
We no What kind of a

man he is he will tell
you aney thing to
keep from paying theas
mean they did the work
and they are intitle to
theas money, so i hope
that you will give this
mates yours Best atenion
hope to here from you
at a Early date
yours truley
Conducter
H P Tittsworth
in care of southern
Railway Pasenger depo
knoxville
Tennessee

127085

December 3, 1919.

Dear Sir:

I am acknowledging for the Director General, your letter of November 27th, with regard to the matter of wages and back pay for train porters.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. H. C.

Mr. H. D. Tittsworth,
c/o Southern Railway Passenger Depot,
Knoxville, Tenn.

C:M

E-38-11-a

~~E-38-14~~

December 9, 1919.

Mr. H. D. Tittsworth,
c/o Southern Ry. Passenger Depot,
Knoxville, Tenn.

Dear Sir:

Referring to your letter of November 27th addressed to the Director General, which was referred to the Division of Labor, regarding the matter of wages and back pay for train porters.

I wish to thank you for the information contained therein, and to state that the entire colored train porter question has been investigated, and developed, and is now being given consideration by the Director General, and we hope that final determination will be made of same in a very short time.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

Form G-19

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

FILE NO. E-38-1/a

SUBJECT:

December 13, 1919.

MEMORANDUM for Mr. W.S.Carter:

Attached hereto is a further letter from H.D.Titts-worth, Knoxville, Tenn., whose previous communication was referred to you on December 3rd.

M.B.C.

DIVISION OF LABOR

fcl-ms

DEC 17 1919

Dec 10th 1919

Mr Price Claggett
ass't to Director Genl RR

DIVISION OF LABOR.
DEC 16 1919

Dear Sir! Your letter of Dec 3rd referring to one addressed to the Director Genl which I am supposed to be the author of, with regard to the matter of wages and book pay for train porters — now for your information I will say that I have never written one line to any one about this matter further more I do not know any thing about it and am at a loss to know how the letter you have originated — however it is a forgery pure and simple

Yours truly
H. D. Tittsworth
Knoxville,
Tenn,
314, E 5th ave,

December 24, 1919.

E-38-11-A

Mr. H. D. Tittsworth,
314 E. 5th Ave.,
Knoxville, Tenn.

Dear Sir:

Referring to your letter of the 10th instant addressed to Mr. Brice Clagett, Assistant to the Director General, which was referred to the Division of Labor, relative to letter addressed to the Director General of which you were supposed to be the author regarding the matter of wages and back pay for train porters, and which you claim was never written by yourself:

I wish to thank you for this information and advise that same will simply be ignored.

Yours very truly,

H. P. Daugherty

11-IC

SEP 8 1919
DIVISION OF LABOR.

[38

New Smyrna Fla
Sept 6 1919

Mrs Conciliation
Division of Labor

Dear Sir I appeal
to you for back pay
I he me for Service
Rendered as Hostler
Helper from Jan 1 to
April 30. 1919 The other
Hostler Helpers Received
Their Back and I
Rendered Same
Service They Did
11 Hrs Each Day and
I Dont feel I am

Getting a Fair Deal
Man I Has 119 Days
11 Hours per Day 1309
Hrs. 952 Hrs Straight
Time 357 Hrs overtime
Total 1309 Here is The
Figures 8 Hrs 14 cts per
Hour $112 119 Days
Total $14328. 3 Hrs
overtime per Each Day
45 cts per Hr Total for
Each $135. 119 Days
Total $16425 Making
Total Due Me 30753
Please Give me a
Fair Play for Equal

3

Sir and Brother
Mr J E Morris
My Immediate
Superior Will
acknowledge That
I Rendered This
Service Thanking
you for Reply
at once

Lemar Williams

Member of BRMI
B I a Local #85

RECEIPT FOR REGISTERED ARTICLE NO. 2679-5, 1915

1 class postage paid.

From L. Williams

Addressed to J. D. Beckwith
Fort Augusta Pa

Return receipt desired Yes

Delivery restricted { To addressee in person
To addressee or order

Postmaster, per GMB

05—6869

POSTMARK
SEP 5 1919
REGISTERED

Form 17 100M—2-19—C

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

FLORIDA EAST COAST RAILROAD

New Smyrna, Fla. Oct. 23rd. 1919.

State of Florida
County of Volusia

Before me a Notary Public appears Lemar Williams who deposes and says that he did write a letter to Mr J.P. Beckwith Federal Manager on Sept. 5th. 1919, asking for an adjustment of his back pay wages, and that he has not yet received a reply also says he asked the P/O people to return him a receipt for the letter which he has not yet received and that he is enclosing the register receipt covering the letter he wrote to Mr Beckwith with this affidavit. He further deposes and says that he is praying for back pay as Hostler helper from January 1st. 1919. to April 30th. 1919. during which time he worked 119 days or 1309 hours at 11 hours per day and that supplement No 15 to Genl order No 27 gave him a rate of 45¢ per hour retroactive to Jan 1st. 1919. that he has received 31¢ per hour for ten hours and 43 ¢ for the 11th. hour, during this time above mentioned. He refers you to your letter of Sept. 11th. 1919 your file E-38.

Lemar Williams

Subscribed and sworn to before me a Notary Public This 23rd. Day of October 1919. H. W. Jordan Notary Public, State of Florida

My commission expires May 17, 1922

Copy

November 5, 1919.

Hon. W. S. Carter, Director
Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:-

I am enclosing herewith the itemized back pay claim of Lemar Williams, hostler helper, Florida East Coast Railway at New Smyrna, Fla., claiming violation of Article XXI Supplement #15 to General Order #27, supported by:

(1) His sworn deposition;

(2) A registry receipt No. 267, issued at New Smyrna, Fla., September 5, 1919, on letter to Mr. J. T. Beckwith, Florida East Coast Railway official at St. Augustine, seeking a ruling on which to submit a joint statement of facts. No reply has been received from Mr. Beckwith to date.

(3) The following itemized claim for pay showing number of days and hours worked, the months when the service was rendered and back pay claimed for same on the basis of 8 hours, constituting a day's work at 45 cents an hour, over time pro rata from January 1, 1919.

			Time		Rate
		Back Pay	Straight	Over	
Month	Time Worked	Rate per Hour	Hours	Hours	
January 1919	31 days	14 cts	248	93	@ 45 cts
February 1919	28 "	14 cts	224	84	@ 45 cts
March 1919	31 "	14 cts	248	73	@ 45 cts
April 1919	29 "	14 cts	232	87	@ 45 cts
			952	337	

Total hours at 14 cents × 952 = $133.28
Total hours at 45 cents × 357 = 160.65
Total back time claimed from January 1, 1919 = $293.93

(Hour and dollar totals corrected as to errors in figuring made in deposition.)

The claim for 14 cents per hour back time for 952 hours on the straight time (8 hour) basis and for 45 cents per hour over time is made under provision of Article XXI of Supplement #15 to General Order #27.

As stated above, hostler helper, Lemar Williams is unable to present jointly the Florida East Coast Railway Company's counter statement because Federal Manager Beckwith failed or refused to answer these same contentions when requested to do so by registered letter, the receipt of which is submitted herewith as an exhibit, evidencing the fact that the employee has made every honest and reasonable effort to comply with the rulings of the Director General as outlined in Article XXIV of Supplement #15 to General Order #27.

We sincerely beg your full and immediate consideration of this case.

Sincerely yours,

R. L. Mays

R. L. Mays,
International President
Railroad Men's International
Benevolent Industrial Association.

59 - E. 35th Street,
Chicago, Ill.

E-38

September 11,1919

File

Williams

Mr. Lamar Williams,
New Smyrna, Fla.

Dear Sir:

This will acknowledge receipt of your letter of Sept. 6th addressed to Mr. W. S. Carter with reference to backpay which you feel you should receive as hostler helper.

I attach hereto copy of Supplement No. 15 and interpretations thereto. Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization. Failing in this then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order 27, copy attached, such statement to be signed by employees and their representatives as well as by the railroad officials and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Yours truly,

J. A. Franklin

Form G-77

2—8675

7-AR

PHONE MAIN 7058

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

OFFICE OF
INTERNATIONAL ATTORNEY
WILLIAM L. HOUSTON

613 F STREET, N. W.
ROOMS 101-103
WASHINGTON, D. C.

E39

DIVISION OF LABOR.

November 5, 1919.

NOV 5 1919

Hon. W. S. Carter, Director
Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:-

I am enclosing herewith the itemized back pay claim of Lemar Williams, hostler helper, Florida East Coast Railway at New Smyrna, Fla., claiming violation of Article XXI Supplement #15 to General Order #27, supported by:

(1) His sworn deposition;

(2) A registry receipt No. 267, issued at New Smyrna, Fla., September 5, 1919, on letter to Mr. J. T. Beckwith, Florida East Coast Railway official at St. Augustine, seeking a ruling on which to submit a joint statement of facts. No reply has been received from Mr. Beckwith to date.

(3) The following itemized claim for pay showing number of days and hours worked, the months when the service was rendered and back pay claimed for same on the basis of 8 hours, constituting a day's work at 45 cents an hour, over time pro rata from January 1, 1919.

			Time		Rate
		Back Pay	Straight	Over	
Month	Time Worked	Rate per Hour	Hours	Hours	
January 1919	31 days	14 cts	248	93	@ 45 cts
February 1919	28 "	14 cts	224	84	@ 45 cts
March 1919	31 "	14 cts	248	73	@ 45 cts
April 1919	29 "	14 cts	232	87	@ 45 cts
			952	357	

PHONE MAIN 7058

PLEASE ADDRESS ALL COMMUNICATIONS IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

OFFICE OF
INTERNATIONAL ATTORNEY
WILLIAM L. HOUSTON

613 F STREET, N. W.
ROOMS 101-103
WASHINGTON, D. C.

Total hours at 14 cents × 952 = $133.28
Total hours at 45 cents × 357 = 160.65
Total back time claimed from January 1,1919= $293.93

(Hour and dollar totals corrected as to errors in figuring made in deposition.)

The claim for 14 cents per hour back time for 952 hours on the straight time (8 hour) basis and for 45 cents per hour over time is made under provision of Article XXI of Supplement #15 to General Order #27.

As stated above, hostler helper, Lemar Williams is unable to present jointly the Florida East Coast Railway Company's counter statement because Federal Manager Beckwith failed or refused to answer these same contentions when requested to do so by registered letter, the receipt of which is submitted herewith as an exhibit, evidencing the fact that the employee has made every honest and reasonable effort to comply with the rulings of the Director General as outlined in Article XXIV of Supplement #15 to General Order #27.

We sincerely beg your full and immediate consideration of this case.

Sincerely yours,

R. L. Mays

R. L. Mays,
International President
Railroad Men's International
Benevolent Industrial Association.

59 - E. 35th Street,
Chicago, Ill.

Williams

E-38

December 1, 1919.

Williams

Mr. J. P. Beckwith, Federal Manager,
Florida East Coast Railroad,
St. Augustine, Fla.

Dear Sir:

I am attaching copy of a letter from Mr. R. L. Mays, addressed to Mr. W. S. Carter, Director. under date of November 5th, giving itemized statement of claim of Lemar Williams, Hostler Helper, Florida East Coast Railroad at New Smyrna, Florida, for back pay, also copy of affidavit of Mr. Williams relative to same .

Will you kindly investigate this claim at your earliest convenience, and advise me what action will be taken.

Yours very truly,

H. H. Daugherty

Assistant Director.

ll/az

E-38

December 1, 1919.

Williams

Mr. R. L. Mays, International President,
R. M. I. B. I. A.,
59 East 35th St.,
Chicago, Illinois.

Dear Sir:

This will acknowledge receipt of your letter of the 5th inst., addressed to Mr. W. S. Carter, Director, enclosing itemized statement of back pay claim of Lemar Williams, Hostler Helper, Florida East Coast Railroad at New Smyrna, Florida, also affidavit and registry receipt.

Please be advised that we have this matter up with the Federal Manager for investigation, and as soon as we hear from him, it will be given further consideration.

Yours very truly,

E. F. Daugherty

Assistant Director.

11/az

R R Mens I B of a
Local 485
Lemar Williams Sec

DIVISION OF LABOR

238

New Smyrna Fla
Nov 15th 1919

NOV 19 1919

Hon. W.S. Carter. Director
Div of Labor W.S.R.R
Administration Washington
D.C. Dear Sir The Back
pay Claim of Lemar
Williams. Hostler Helper
F.E.C. Ry. at New Smyrna
Fla presented Nov 5th.
1919. What Disposition
Has Been Made of
Same I Have Learned
why I Did not get
my Back pay. my

Time was Sent 2n
as Eny wiper and
I was Helping Hostler
all The Time and The
Foreman promise
me If Hostler Helpers
Get a Raise and Get
Back pay He would
Del That I Get mine
So Last Time I ask
The Man He Told me
He would Get It. But
He Dont Say Anything
at all now. Hoping
Reply Lemar Williams
Care Smyrna Ga

Ack

Two letters

UNITED STATES RAILROAD ADMINISTRATION
WALKER D. HINES, Director General of Railroads

Florida East Coast Railroad

TRAFFIC AND OPERATING DEPARTMENTS

J. P. BECKWITH
FEDERAL MANAGER

St. Augustine, Fla., Dec. 3rd, 1919.

File 646.

Supplement No. 15 to General Order No. 27.

DIVISION OF LABOR,

Mr. H. P. Daugherty,
Ass't. Director, Division of Labor,
Washington, D. C.

Dear Sir:

DEC 5 1919

Yours of December 1st, file No. E-38, enclosing claim of Lemar Williams, for back pay. I will investigate, and advise promptly.

Yours truly,

J P Beckwith
Federal Manager.

B--r.

E-38

Williams

December 8, 1919.

Mr. Lemar Williams,
New Smyrna, Fla.

Dear Sir:

Referring to your letter of November 15th addressed to Mr. Carter, Director, in regard to your claim for back pay as hostler helper on the Florida East Coast Railroad at New Smyrna, Florida.

Your claim was also presented by President Mays of the B. M. I. B. I. A., and the matter is now up with the Federal Manager, who is investigating same, and as soon as we hear from him we will advise you further.

Yours very truly,

H. F. Daugherty

Assistant Director.

11/az

UNITED STATES RAILROAD ADMINISTRATION
WALKER D. HINES, Director General of Railroads

Florida East Coast Railroad

TRAFFIC AND OPERATING DEPARTMENTS

J. P. BECKWITH
FEDERAL MANAGER

ST. AUGUSTINE, FLA. Dec. 13, 1919.

File 646

DIVISION OF LABOR
DEC 15 1919

Supplement No. 15 to General Order No. 27 - Claim of Lemar Williams, for Back Pay -

Mr. H. P. Daugherty,
Asst. Director, Division of Labor,
Washington, D. C.

Dear Sir:

Referring again to yours of the 1st instant, file E-38, relative claim of Lemar Williams for back pay.

I find that we paid Williams back time from May 1st, 1919, while as a matter of fact he was transferred to Hostler Helper on April 16th. He is, therefore, due 14¢ per hour for 140 hours, $19.60, and also is due 14 hours overtime at 45¢ per hour, $6.30, or a total of $25.90. I am having voucher made out to cover this and will arrange to have it paid to him promptly.

In this connection, he was carried as a wiper previous to April 16th and is not entitled to hostler helper's rate previous to that date.

Very truly yours,

J P Beckwith

Federal Manager -

crp

E-38

December 17, 1919.

Williams

Mr. J. P. Beckwith, Federal Manager,
Florida East Coast Railroad,
St. Augustine, Fla.

Dear Sir:

I wish to acknowledge receipt of, and thank you for, your letter of December 13th, your file 646, relative to the claim of Lemar Williams, and note that back pay to the amount of $25.90 will be paid to him promptly.

Very truly yours,

H. P. Daugherty

Assistant Director.

as

Williams

E-38

December 17, 1919.

Mr. R. I. Mays, International President,
R. M. I. B. I. A.
59 East 35th St.,
Chicago, Illinois.

Dear Sir:

Referring further to your letter of November 5th relative to back pay which Lemar Williams, Hostler Helper, claims to be due him for services rendered the Florida East Coast Railroad.

As stated to you, this question was taken up with the Federal Manager for investigation and he advises that he was paid back pay from May 1st, 1919, while as a matter of fact he was transferred to Hostler Helper on April 16th.

He is, therefore, due 14¢ per hour for 140 hours, $19.60, and also 14 hours overtime at 45¢ per hour, $6.30, or a total of $25.90. Voucher is being prepared to cover this and arrangements are being made to have it paid to him promptly.

He was carried as a wiper previous to April 16th, and is not entitled to hostler's helper's rate previous to that date.

Very truly yours,

H. P. Daugherty

Assistant Director.

as

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

GENERAL HEADQUARTERS,
3902 SOUTH STATE STREET
ROOM 3
CHICAGO, ILL.

Local No. 1, Chicago, Ill.
Local No. 2, Albuquerque, N. M.
Local No. 3, Memphis, Tenn.
Local No. 4, Beaumont. Texas
Local No. 5, Richmond, Va.
Local No. 6, Pittsburg, Pa.
Local No. 7, St. Paul, Minn.
Local No. 8, Cleveland, O.
Local No. 9, McGehee, Ark.
Local No. 10, DeQuincy, La.
Local No. 11, Wilmington, Del.
Local No. 12, Philadelphia, Pa.
Local No. 13, New York, N. Y.
Local No. 14, Monroe, La.
Local No. 15, Waterloo. Iowa
Local No. 16, Meadville, Pa.
Local No. 17, Chicago, Ill.
Local No. 18, Montgomery, Ala.
Local No. 19, Ashville, N. C.
Local No. 20, Denver, Colo.
Local No. 21, Helena, Ark.
Local No. 22, Chattanooga. Tenn.
Local No. 23, Savannah, Ga.
Local No. 24, Atlanta, Ga.
Local No. 25, Crestline, O.
Local No. 26. Chicago, Ill.
Local No. 27, Texarkana, Texas
Local No. 28. Fitzgerald, Ga.
Local No. 29. Waycross, Ga.
Local No. 30, Charleston, S. C.
Local No. 31, Alexandria, La.
Local No. 32, Mobile, Ala.
Local No. 33, Jackson, Tenn.
Local No. 34, Sanford, Fla.
Local No. 35, Detroit, Mich.
Local No. 36, Jacksonville, Fla.
Local No. 37, So. Richmond, Va.
Local No. 38, Columbia, S C.
Local No. 39, Cincinnati, O.
Local No. 40, New Bern, N. C.
Local No. 41, Dayton. O.
Local No. 42, Graham, Va.
Local No. 43, Waycross, Ga.
Local No. 44, Des Moines. Ia.
Local No. 45, Vicksburg. Miss.
Local No. 46, Addis. La.
Local No. 47, Montgomery, Ala.
Local No. 48, Dermott, Ark.
Local No. 49, Lynchburg, Va.
Local No. 50, Greenville, Miss.
Local No. 51, Florence, S. C.
Local No. 52, Lakeland, Fla.
Local No. 53, Selma, Ala.
Local No. 54, Muskogee, Okla.
Local No. 55, Little Rock, Ark.
Local No. 56, Boston, Mass.
Local No. 57, Kent, O.
Local No. 58, Lake Village, Ark.
Local No. 59, Rocky Mountain, N. C.
Local No. 60, Gautier, Miss.
Local No. 61, Lake Charles, La.
Local No. 62, Chicago, Ill.
Local No. 63, Douglas, Ga.
Local No. 64, Washington, D. C.
Local No. 65, Clarksdale, Miss.
Local No. 66, Wilmington, N. C.
Local No. 67, Alexandria, Va.
Local No. 68, Chicago, Ill.
Local No. 69. West Philadelphia, Pa.
Local No. 70, Columbia, S. C.
Local No. 71, Chicago, Ill.
Local No. 72, Augusta, Ga.
Local No. 73, Fitzgerold, Ga.
Local No. 74, Montgomery, Ala.
Local No. 75, Raleigh, N. C.
Local No. 76, High Springs, Fla.

(List complete to May 15, 1919)

DIVISION OF LABOR
DIVISION OF
DEC 29 1919
DEC 29 1919

Dec. 23, 1919

Mr. H. P. Daugherty,
Asst Director Division of Labor
U.S. R.R. Administration
Washington D.C.

Dear Sir:

Answering yours to me of Dec. 17, 1919 (File E-38)

Many thanks for the aid given by the Division of Labor. As the man and the company both were in error, in a way, I apologize for the employee - Lemar Williams.

I have advised him that this is final. I have wired Mr. Houston our Washington Attorney to inquire of you as to any decision handed down by the Director General in re head-end trainmen (colored) If you have written matter on same, please forward me several copies.

Respectfully yours,

R L Mays.

International President.

RLM-GBC

E-38 -11-a

December 31, 1919.

Mr. R. L. Mays, International President,
R. M. I. B. I. A.,
3902 South State St.,
Chicago, Illinois.

Dear Sir:

Referring to your letter of the 23rd inst. relative to claim for back pay for Lemar Williams, as hostler helper on the Florida East Coast Railroad, and inquiring whether any decision has been handed down by the Director General relative to head-end trainmen.

The Director General has not as yet made a determination relative to colored trainmporters, but this question is being given consideration by his office, and we are hoping that a decision will be made very shortly.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E 38-11-a

Mem Smyrna Ga
2-26th 1920

DIVISION OF LABOR.
2 MAR 9 1920

Hon W S Carter Division of
Labor Washington D C
Dear Sir I am Herewith
Enclosing a protest and
affidavit for Back pay Due
me as Hostler Helper F. E. C.
Ry from Jan 1st 1919 - To April
16th 1919 Now I Have Been
working after This Back pay
Since Sept 1st 1919 I Refer
you To File E 38. First They
owed me Jan 1st - Apr 30th
1919 But To This Date I Have
Rec'd Back pay from Apr 16-30
1919 $ 25-90 cts Now I am Due
$ 26 803. Of Course This

matter has been a deal
of trouble to I and you
and Mrs. Fedl Mgr Bennett
says I was transferred april
16 1919. april 16th 1919 I
moved 11 hrs same as
I did all while. Now
the foreman. put me
on the hostler helpers job
Dec 22. 1918 and I am
entitle to benifits Genl
order #27 says that white
and colored employers shall
receive pay for same
service there are white
hostler helpers Begin Feb
1919 and Recd 19¢ Base pay
I Begin Dec 22 1918 and

Recd $25-90 after 6 months
money and Trouble all —
Simply Because I am a
negro you know I would
not Be writing you over
mr J. P. Beckwith I —
married with Hostlers
Geo Lucey L. P. Daniels
and Gordon Thomas The
Foreman is Responible for —
This I know a Employer
Here was Classed as one
Thing and Later Recd
Back pay $97.37 for what
the Realty Had Done why
Cant I Receive Same I ask
you please Take This matter
up with Mr J. E. Morris

Eny House Foreman
New Smyrna Fla. also
The Hostlers as I have
named in This Letter I only
wants what I have
mounted for a Balance of
$2.6803 and Semiority from
Dec 22-1918

Very Truly
Hostler Helper
Lemar Williams

New Smyrna
Fla

State of Florida
County of Volusia

Sworn to and Subscribed befor me this
27 Day of Feb A.D. 1920

N.N. Notary Public, State of Florida at Large
My commission expires December 12, 1922

File
E. H.

638-11A

Dec. 15, 1925.

Hon. H. P. Fulmer,

House of Representatives,

Washington, D. C.

My dear Mr. Fulmer:--

I have your favor of the 5th inst., in regard to alleged claims of a number of Negro porters on the Southern Railroad concerning the matter of extra compensation which you describe as under a "general raise effected during the World War". I am not aware of any claim of Negro porters based on any uniform raise of salaries that was made during the period of Federal control. There was presented a rather troublesome claim by a large number of Negro porters in the South, who contended that during the period of Federal control, while they were employed as porters on passenger trains, they were actually required, in some instances, to do switchmen's work, such as throwing switches for passenger trains, and guarding the rear end of the cars.

This matter was always in dispute, and there was not a conceded liability on the part of the Railroad Administration. A large number of these porters banded together, and put their claims in the

hands of various attorneys. There was some litigation concerning the matter, and finally the claims that were presented by lawyers were compromised, on the basis of disputed liability, and the payment of very much less than the amount claimed.

As Federal control ended February 29, 1920, nearly six years ago, any claim for re-classification of labor performed during Federal control has long since been barred by the statute of limitations provided in paragraph (a) of Section 206 of the Transportation Act, and there is no authority on the part of any official of the Government to consider these claims at this time.

As to your suggestion concerning additional legislation, in the first place, if these claims are of the character that I understand, they are disputed claims, entirely unliquidated, and it would be difficult to get Congress to legislate on the allowance of claims that are in dispute, but, aside from this, I have felt that it would be very unwise for Congress to attempt to re-open, either by lifting the bar of the statute of limitations or by special legislation, the adjustment of claims arising out of Federal control. This liquidation is about completed. With very few exceptions, all meritorious claims have been disposed of. Of course, in a mass of claims such as grew out of Federal control, some people were careless and failed to properly present their claims during the two years period fixed by the Transportation Act. In every liquidation, bankruptcy, insolvency, or trusteeship, there must be a reasonable limit within

which the liquidation can be completed; otherwise there would be no end to it.

The serious difficulty, in my opinion, about opening up the question, or Congress allowing claims growing out of Federal control, would be the tremendous mass of claims without merit that would at once be presented. There were some two million employes of the railroads during Federal control. The railroad labor organizations even now talk about re-classification of labor that was performed and paid for six years ago. Again, there would be claims for obscure personal injuries, loss and damage, fire, and the like. Records have been scattered, witnesses are not available, and the Government would be subject to a tremendous liability, based upon the testimony of interested parties, which at this time could not be refuted.

I have, therefore, always been very much opposed to re-opening this question of the liquidation of the liabilities of the Government growing out of the period of Federal control.

Yours truly,

Director General.

JCD-EH.

H. P. FULMER
7TH DIST. SOUTH CAROLINA

Congress of the United States
House of Representatives
Washington, D. C.

jm

December fifth, 1925.

Mr. James C. Davis,
Director General of Railroads,
Washington, D.C.

Dear Mr. Davis;-

Reference is herewith made to a number of negro porters of the Southern Railway Co who claimed that they received no extra compensation when the general raise was effected during the World War. Their contention is that other porters were included in the general raise and that they knew several in exactly the same class as themselves, who were included altho' they were not.

From my understanding I am rather inclined to believe that their claims are barred by limitation and if such is the case, I shall be glad to know your attitude toward any special legislation that may be considered in their behalf.

Thanking you for reply and always glad to serve, I am,

Yours very truly,

H. P. Fulmer

M.C.

UNIT[redacted]RATION

FILE NO. F 32-11 A

G. W. TILLMAN

SOUTHERN RAILROAD

SUBJECT: APPLICATION OF SUPP. 12 TO BRAKEMAN ON THE SOUTHERN R.R. (COLORED)

Volume No. .....

From .....

To .....

DIRECTOR GENERAIL

~~OFFICE OF COMPTROLLER~~

GOVERNMENT PRINTING OFFICE

E-38-11

PHONE BOULEVARD 7864

LOCAL NO.

Railroad Men's International Benevolent Industrial Association

DIVISION OF LABOR.

Judge

GENERAL HEADQUARTERS
3902 So. STATE STREET
ROOM 3
CHICAGO, ILL.

SEP 28 1918

Sept. 26 /18 191

Hon. Mr. Carter,
Director Division of Labor
U. S. Railway Administration,
Washington, D. C.

Dear Sir:

Upon direction of Secretary Emmart, of Board of Railroad Wages and Working Conditions, we are filing with you the specific complaints of certain colored railroad employees. In each instance, the men claim non-application or a straight violation of ART. 6, Order #27.

Attached

While the most harmful thing from which they suffer is the practice of local or petty bosses to re-classify skilled workmen, even to the extent of carrying them on rolls as common laborers, in order to keep down the pay as granted by decree of the Director General. These complaints come to us from widely separated points, like New Smyrna, Florida; Bluefield, W. Virginia; DeQuincy, Louisiana and Beaumont, Texas.

As an Association organized to protest unfair wages and working conditions of Negroes, we stand behind the authenticity of these grievances and will cite only a few in order to place the nature of the grievances; the remedy for which we hope will be a general bulletin re-asserting the wish and sincere purpose of the Director General as denoted by Order #27.

I will quote directly from the letter from McGhee, Arkansas. The Bluefield W. Virginia matter which supports this claim is on file with your Board, coming from Mr. W. G. Young. (Letter from McGhee, Arkansas)

"We are not treated just right on several things, such as correct pay, we are not getting in the same classes. We have colored firemen on the N.O. & N.W. Railroad who is not getting correct pay - or pay as the white firemen on opposite runs on the same road. We also have a flagman on trains 303 and 306, who since the raise of pay, has been rated as a porter and is paid accordingly. He is doing the same work as before the increase of pay

PHONE BOULEVARD 7864

LOCAL NO._____

Railroad Men's International
Benevolent Industrial Association

GENERAL HEADQUARTERS
3902 So. STATE STREET
ROOM 3
CHICAGO, ILL.

Sept. 26/18 191

Hon. C -2

which makes two porters on one train - the rule is one porter one flagman, one conductor on all passenger trains. On freight trains they also make the brakeman perform two duties, which are double duties: assisting the fireman rake his coal down; break it it up; shake his grates or do anything the engine crew wish done and if they meet with refusal the man is suspended or discharged. This has been going on for four or five years and if the fireman gets sick or burned out the brakeman will brake and fire and only get brakeman's pay for the trip. If he makes only one mile on the journey and the brakeman will brake and fire and only get pay for braking."

"We have trains consisting of one hundred cars and the brakeman is responsible for break beams dragging, hot boxes, hoboes riding, cases being robbed. There is only one colored brakeman and one flagman in the state of Louisiana; these men have to ride on the engine helping the fireman do his work. When the train stops at the water station, they shake the grates and if the crew meet with refusal the man is sometimes clubbed. One brakeman was killed by a white fireman on the Luoisiana Division, under Superintendant A. R. Taylor. The fireman was removed to another division and afterwards discharged; the name of this brakeman is Frank Harris. White brakemen running into the same terminal on the same road, do not rake any coal or help the fireman do anything. They have three brakemen on their train (white crew)."

"White Flagmen Get $117.60 per Month And The Colored Get $69.00, On The Same Road, Doing The Same Kind Of Work; The Only Difference Being, One Is White And The Other Is Colored."

Then again: Since the ruling of the Director General on rates over-ride intra-state rulings, we hope you have and will use the authority to remedy conditions similar to the one we now cite: (This from McGhee also)

"We also have something going on among the brakemen going from this terminal south to the State line. We use these men to comply with the Arkansas state laws, this third man is realeased at Jones, Louisiana and is then forced to deadhead into Monroe, Louisiana and return to go on duty at said state line. Coming back with only half pay of the other members of the crew, who are white. He only gets fifty miles each way that causes him to be two days making one hundred miles and that pays only $3.88 per hundred. The Brotherhood of Railway Trainmen schedule that they claim we are supposed to work by, says men should be paid continuous time from time, leaving terminal until the return."

From the same town, this concerns the mechanical craft men.

PHONE BOULEVARD 7864

LOCAL NO._____

Railroad Men's International Benevolent Industrial Association

GENERAL HEADQUARTERS
3902 So. STATE STREET
ROOM 3
CHICAGO, ILL.

Sept. 26/18 191

Non. C. -3

"Our mechanical craft men are being mistreated. These men are doing skilled labor such as fire knocking, flue boeing, boiler washing, fire building, engine washing, hostler helping, truck packers, stationary firemen, clam shell helpers. They are all being paid as common laborers and classed the same on pay roll. They only get twenty-five cents per hour and other men get forty-five and fifty-five cents and time and half for Sunday because they are white."

That the near slavery which results from conditions as shown in quotations above is not confined to any special locality, is indicated by the very recent experience of Mr. A. Bland, a colored fireman running out of De Quincy, Louisiana, who was assualted by his Engineer, recommedned for removal and in spite of the fact that he has placed his case before his Master Mechanic and Assistant Superintendant, he is, at the time of our latest information, still idle.

The only possible remedy we see for these conditions is for your office to get over to the parties responsible the fact that a new order of things founded on righteousness and patriotic co-operation between all classes and colors of Americans is the motive directing the policy of the Railway administration. We will look to you for some action to relieve this situation.

Respectfully,

Chairman of the Board of Directors.

RLM/GBC

Robt L. Mays

E 88-11
index

October 1, 1918

Mr. Robert L. Mays, Chairman,
Board of Directors,
R.R. Men's International Benevolent
Industrial Association,
3903 So State St., Chicago, Ill.

Dear Sir:

Your letter of the 26th ult. has been received, and I understand that it is a general summary of matters of complaint that have come to your attention from colored railway employees.

I understand from what is said in your letter that there are many cases which have no relation to each other. If it is your purpose to bring matters of this character to the attention of the Division of Labor of the United States Railroad Administration I would request that each case be handled separately, and only after a thorough investigation has been made as to the facts, so that a subsequent investigation will not develop a denial of statements that you may make. When such statements are received they will be given the most courteous consideration.

I can say in advance, however, that Article VI, of General Order No. 27, intended that colored men employed as firemen, trainmen and switchmen shall be paid the same rates of wages as are paid white men in the same capacity.

So far as the colored train porter is concerned, will say this matter has been referred to the Board of Railroad Wages and Working Conditions, and I understand they are giving it consideration. General Order 27 does not apply to a "porter" and if it is now contended that colored passenger train porters should receive the same compensation as passenger brakemen and passenger flagmen, it is a matter for the Board of Railroad Wages and Working Conditions to investigate and recommend to the Director General. I understand they are making such investigation.

Another thing I desire to call your attention to is that where colored men are working under a wage agreement secured by any organization, and they believe they are wrongfully being deprived of the conditions set forth in such agreement, they would have the right to make claim for what they believe is justly due them. In handling matters of this character, however, the individual who believes he is deprived of any provision of the agreement affecting his class of service should take the matter up with the Local

Committee representing that class of service. The fact that the Local Committee may represent an organization of the employees of which the complainant is not a member will not deprive him in any way of the justice due him. It is my understanding that the organizations with which the agreements are made will entertain any complaint of this character, and it will be their purpose to see that all employees within the provisions of the agreement will receive fair treatment, even though they be not members, and even though they be colored men. This would mean that matters pertaining to brakemen should be taken up with the regular brakemen's committee; matters pertaining to firemen should be taken up with the regular firemen's committee; matters pertaining to any shop work should be taken up with the committee representing that class of work.

In order that the Chief Executives of the organizations who have made these agreements will understand what I have written you I am sending them copy of this letter.

As stated herein, I will ask that you file a detailed statement of each complaint, giving full particulars concerning same, where the matter cannot be handled with the Local Committees, as herein suggested.

Yours for the Fourth Liberty Loan,

W. S. CARTER

12
Copy to Messrs.
Jewell
Forrester
Barker
Shea
Lee
Stone
Garretson

"Liberty Shall Not be [illegible] in Bonds;
To Retain Liberty—[illegible]ay Bonds."

Grand Office
Brotherhood Locomotive Engineers
Cleveland, O.
EXECUTIVE DEPARTMENT
WARREN S. STONE
GRAND CHIEF

E-38-11

DIVISION OF LABOR.

October 8th, 1918.

OCT 10 1918

Mr. W. S. Carter,
Director, Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

This will acknowledge receipt of copy of your letter under date of October 1st, addressed to Mr. Robert L. Mays, Chairman, Board of Directors, Railroad Men's International Benevolent Industrial Association.

It is my understanding that this has to deal with the question of colored employes in train and engine service, and note the instructions you have given to them, which is entirely satisfactory to me.

Yours very truly,

W. S. Stone
G. C. E.

Jan 28

S1

W. G. Lee, President.
T. R. Dodge, Assistant President.
A. E. King, General Secretary and Treasurer.

Grand Lodge
Brotherhood of Railroad Trainmen

E-38-11

General Offices, Cleveland, Ohio.

WGL-M

October 11, 1918.

DIVISION OF LABOR.

OCT 14 1918

Mr. W. S. Carter,
Director, Division of Labor,
U. S. Railroad Administration,
Washington, D. C.

Dear Sir:-

I beg to acknowledge receipt of copy of your communication of October 1st addressed to Robert L. Mays, of the Railroad Men's International Benevolent Industrial Association, and thank you therefore.

I have noted with interest your expression as to the application of General Order No. 27 to colored employees in railroad service; that such order does not apply to "porters", although the Board of Railroad Wages and Working Conditions is at present investigation that matter, and the position taken that, where colored employees are working under a wage agreement secured by any organization, grievances of such employees thereunder should be taken up with the local committee representing the class of service in which employed, - that the fact that the complainant is not a member of such organization will not deprive him of securing the justice that is due him.

Very truly yours,

W. G. Lee.

President.

HILTON LITHO CO CHICAGO, ILL

Brotherhood of Locomotive Firemen and Enginemen

08 E-38-11

Timothy Shea,
Assistant President.

Cleveland, Ohio.

1-8

November 12, 1918.

DIVISION OF LABOR.
NOV 14 1918

Mr. W. S. Carter,
Director, Division of Labor,
U.S. Railroad Administration,
Washington, D. C.

Dear Sir:

This will acknowledge receipt of your letter of October 1st addressed to Mr. Robert L. Mays, Chairman, Board of Directors, Railroad Men's International Benovolent Industrial Association, and I thank you therefor.

I understand from copy of your letter to Mr. Mays that it is in reply to a complaint from him as a representative of the colored railroad employees.

I am sure the committees representing the Brotherhood of Locomotive Firemen and Enginemen on any railroad where colored locomotive firemen or hostlers are employed will handle cases of the colored employees working in this particular class, involving rates of pay or rules of employment; that is, they will see to it that the colored firemen and hostlers receive the same rates as are paid white firemen, which I understand is the method suggested in your letter to Mr. Mays.

Very truly yours,

Jan 28 1919

Timothy Shea
Acting President.

Copy to-
W. S. Stone,
A. B. Garretson,
W. G. Lee,
E. A. Barker,
B. M. Jewell,
J. J. Forrester.

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

GENERAL HEADQUARTERS:
3902 So. STATE STREET
ROOM 3
CHICAGO, ILL.

E-38-11

D
January 2,1919.

LABOR
JAN 6 1919

Mr. W. S. Carter,
Director Division of Labor,
U. S. Railway Administration,
Washington, D.C.

Dear Sir:

After seeking to adjust certain conditions in the Pennsylvania Shops at Wilmington Deleware, in accordance with your instructions to me of recent date and upon notice of our local secretary there that the prescription failed of results, I have instructed him (Mr. Lowery) to refer to your office in brief, yet full detail, an exact history of the situation which we wish adjusted.

As it is alleged by our men that both the shop officials and the local union chairman (white) refuse to co-operate for purpose of proper arbitration, the matter will now be referred to the Railway Administration for consideration and settlement.

Mr. Lowery's report should be in your office within the week. Confident that it will be fully and justly considered I remain,

Yours with esteem,

Robt F. Mays

International President.

RLM/GBC

January 8, 1919

File E-38-11

Mr. Robert L. Mays, Chairman,
Board of Directors,
R.R. Men's International Benevolent
Industrial Association,
3902 So. State Street,
Chicago, Ill.

Dear Sir:

I have your letter of January 2nd with regard to my letter to you of October 1st replying to your letter of September 26th.

As stated in my letter of October 1st it is the policy of the Railroad Administration to have all employees who believe they are unjustly treated or are deprived of wages clearly due them under the provisions of any wage order, to take matters up with the committees representing their class.

I have assurance that the committees representing the classes of employees working under existing agreements will handle grievances of any persons employed in the respective classes in the same manner as though they were members of these organizations.

In your letter of September 26th you referred to what appeared to have been wrongful treatment of colored brakemen, firemen and shop employees, and I do not understand from your recent letters that these matters have been taken up with the local committees representing these classes of employees.

In order that you may understand why this policy has been pursued will say that where there are agreements affecting certain classes of employees, it has been found necessary to take such matters up with the proper local committees in order to ascertain if these agreements are not being complied with.

If, at any time, it is believed that a wage order is not being properly applied, and it cannot be handled by the local committee,

it is the policy to have a full statement of the case presented to this Division, when investigations will be made and interpretation secured, or the order (if no interpretation is necessary) complied with. Therefore, if you have any such cases I shall ask you to present each one separate, in detail, giving the names of the employees who are believed to have been unjustly treated, and the exact contentions of such employees, so there will be a complete understanding of the matter here, and in this way it will be possible to make disposition of same.

I note you have instructed Mr. Lowery, of the Wilmington, Delaware shops (Pennsylvania Railroad) to refer certain cases to me, and this is to advise that I have not yet received communication from Mr. Lowery.

With regard to the pay for colored train porters who are doing passenger brakemen's work, I herewith enclose copy of Supplement No. 12 to General Order No. 27, a reading of which will communicate to you the information that so far as these employees are concerned the matter has been disposed of, and if in any specific case you believe that Supplement No. 12 is not properly applied, complete statement of the specific case in question should be presented.

Yours truly,

W. S. CARTER

12

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

GENERAL HEADQUARTERS:
3902 So. STATE STREET
ROOM 3
CHICAGO, ILL.

E-38-11

LABOR

January 15, 1919.

Mr. W. S. Carter,
Director Division of Labor,
U.S. Railroad Administration,
Washington, D.C.

JAN 18 1919

Dear Sir:

Your letter to me, of January 8th, I hope to answer at another writing.

I am here submitting copies of letter from Mr. A. Bland, President of our local at De Quincy, Louisiana; same being his latest communication to me, and copies of letters from his Company officials, Mr. W. G. Shott, Assistant General Mamager and Mr. W. H. Romeosly, division superintendent, of the New Orleans, Texas and Mexico Railway.

The matter concerns a cut in pay to colored switchmen of the N.O.T. & M Railway, at De Quincy, Louisiana, and as there are no white switchmen at this point, no joint presentation of the case was made.

I think the matter in dispute is fully outlined in the brief enclosures from the two above named officials.

I believe the technicality the company has used is a straight violation of the purpose, spirit and letter of Article 6, Order #27.

Even assuming that the company thought they were right in this quite apparent misapplication of Order #27, then I argue for these men under the ruling made in Supplement #12 to General Order #27 says:

(2) "Where white men are employed, as brakemen, the compensation and overtime rule for colored brakemen shall be the same for both passenger and freight service, as for the same positions on the minimum paid contiguous road."

This particular section of supplement #12, was written, I believe, not only to define in words easily understood the actual sincerity of Article 6, Order #27, but also was so written as to make easily adjustable any dispute arising as to its application to any and all cases where colored men are employed as specified in Article 6, General Order #27, and actually do the same work as white men, as in the case here presented.

It is not a question of the employment or non-employment of white switchmen, either in 1915 (December 31) or now, by this road; it is a simple case of the government order being applied as directed: - "compensation," and overtime rule for colored brakemen (switchmen also, we contend) as for the same position on the minimum paid contiguous road."

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International
Benevolent Industrial Association

GENERAL HEADQUARTERS,
3902 So. STATE STREET
ROOM 3
CHICAGO, ILL.

W.S.C #2.

I am fully confident we are right and equally confident that you will immediately remedy this condition on the N.O.T.&M Railway, and that you will order also full reimbursement to the men of all the money due them as a result of the company's action.

Quite sincerely yours,

Robt L. Mills

International President.

RLM/GBC

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

GENERAL HEADQUARTERS:
3902 So. STATE STREET
ROOM 3
CHICAGO, ILL.

COPY

DeQuincy, La.
January 4,1919.

Mr. Robert L. Mays,
International President,
3902 So. State St.,
Chicago, Ill.

Dear Sir:

I am now writing to you in regards to the wage cutting proposition that has taken effect at this point some time ago. I have written to you already in regards to this and did receive a letter of instructions from you as to what steps to take in this case; and I did obey your instructions. My committee has been fighting this case with General Order #27, and we find that Article 6 of this same order, says that colored firemen, trainmen and switchmen shall be paid the same rate of pay as white men in the same capacities; and this committee has fought this case with this weapon and has been turned down. You will find enclosed a copy from a letter from the Superintendent at this point, also a copy of the letter from the Assistant General Manager at Houston Texas, that has turned Article 6 down. I

I now place this case in your hands to be taken up at once, with the Government, for we are working for the Government and if a white man is worth ten dollars a day to the Government, a colored man is worth the same in the same service regardless as to whether they are working together or not; they are both working for the Government and in this order it has been said that they shall both receive the same pay, and there would be no discrimination in their pay. We do not believe that this order for cutting these switchmen, in the yard at this point, is from the Government and will say it is a Company Proposition, and we want to know at once will the Government of this United States be the controller of the roads and let us be handled in this manner by paying some men one rate and some another, and both working for theGovernment in the same capacity. We have switchmen all over the United States working for the Government and since it has taken these roads in charge, and their pay has not been cut, because the war has ceased, I ask you to get busy on this case, please, so I will be able to satisfy my men.

Yours very truly,

Signed. A. Bland.
President, Local #10

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

GENERAL HEADQUARTERS:
3902 So. STATE STREET
ROOM 3
CHICAGO, ILL.

Copy

Houston, Texas.
December 27,1918.

File: 834.

Messrs:
Ike Williams)
Marshall Clow) Brakemens' Committee,
C. McMiller) Louisiana Division, G C L
DeQuincy, Louisiana.

Dear Sirs:

We have applied General Order Number 27, of the Director General of Railroads, to the different Yards in accordance with instructions, and there is no way that these rates can be changed at this time.

Yours very truly,

W.G. Shott,

Assistant General Manager.

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International
Benevolent Industrial Association

GENERAL HEADQUARTERS:
3902 So. STATE STREET
ROOM 3
CHICAGO, ILL.

Copy

UNITED STATES RAILROAD ADMINISTRATION

W.G. McADOO, DIRECTOR GENERAL

NEW ORLEANS TEXAS & MEXICO RAILWAY.

Dequincy, La. Nov. 24th-18.

Ike Williams,
DeQuincy, La.

D Regarding conference held in my office Sunday Nov.17th, colored switchmen represented by Marshall Clow, Emanuel Jones and yourself, requested information in connection with the reduction in pay of colored switchmen from $4.70 to $3.15, beg to advise that the change in rate is in accordance with General Order #27.

In December,1915, there were no white switchmen on the NOT&M and colored switchmen were paid $2.24 per day, the application of General Order #27 increases the $2.24 rate to $3.15.

We have no white switchmen on the NOT&M and the colored switchmen at the $3.15 rate are receiving the highest rate applicable on the NOT&M under General Order #27.

Yours truly,

W.H. Romeosly,

Superintendent.

Indent & sep cover

January 8, 1919

File E-38-11

Mr. W. G. Lee, Pres., B. of R. T.,
Amer. Trust Bldg., Cleveland, O.

Dear Sir:

With regard to the attached correspondence which has been addressed jointly to the organizations concerned, I find that letter was received from you under date of October 11th with reference to copy of my letter to Mr. Mays of October 1st, which I sent to all concerned for their information.

I note in your letter of October 11th you do not express an opinion as to whether committees of the Brotherhood of Railroad Trainmen would handle grievances of men working under their agreements, even though they were not members of the organization, and even though they were colored.

The attached communication to the several chief executives of the organizations affected will explain what has been done up to the present time by the Division of Labor. Inasmuch as your letter of October 11th was not clear, and inasmuch as I may have been mistaken in assuring all concerned that proper committees of these organizations would handle grievances arising under their agreements, regardless of membership in such organizations, I shall be glad to have you advise me what is the policy of the Brotherhood of Railroad Trainmen.

I understand that there are working agreements on most of the roads between the Order of Railway Conductors and Brotherhood of Railroad Trainmen and between the Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Engineers and Firemen that eliminates any jurisdictional dispute, but I do not understand that such joint action would prevent any of the organizations handling grievances of non-union men working under their respective agreements.

Yours truly,

W. S. CARTER

12

January 8, 1919

File E-38-11

Mr. W. S. Stone, G. C. E., B. of L. E.,
1116 B. of L. E. Bldg., Cleveland, O.

Mr. A. B. Garretson, Pres., B. of R. C.,
Cedar Rapids, Ia.

Mr. W. G. Lee, Pres., B. of R. T.,
Amer. Trust Bldg., Cleveland, O.

Mr. A. E. Barker, Grand Pres.,
United Brotherhood of M. of W. Employees,
27 Putnam Ave., Detroit, Mich.

Mr. B. M. Jewell, Actg. Pres.,
Railway Employes Department,
A. F. of F. Bldg., Washington, D. C.

Mr. J. J. Forrester, Gen. Pres.,
Brotherhood of Railway Clerks,
A. F. of L. Bldg., Washington, D. C.

Gentlemen:

I herewith enclose copy of letter received from Mr. Robert L. Mays, International President of the Railroad Men's International Benevolent Industrial Association, which I understand is an organization of colored railroad employees, and copy of my reply to same. I received communication from him under date of September 26th which I answered October 1st, and sent copy of my reply to Mr. Mays to you.

I have received replies from the transportation organizations which I understand to communicate the information that the local committees of these organizations will handle grievances of employees working under their respective agreements. I have not yet yeard from representatives of the shopmen's organization, and would ask Mr. Jewell to consider this as request for information upon the subject.

In order that you may understand the situation, will say that in the early days of Federal control, and shortly after the institution of the Division of Labor, the question arose as to how grievances of individual employees would be handled. There seemed

to be the impression with some that unless each employee did have the privilege of handling his grievance direct with the Division of Labor some employees might suffer an injustice. I took the position that wherever there was an agreement in existence between the railroad and the organization of employees, their local committees should handle these matters, and I was sure that these local committees would extend justice to every man working under the agreements.

If I am mistaken in this presumption I shall be glad to be advised, because if the individual employee is denied the right of being heard by the proper committee, it will then develop that the Division of Labor will have to organize a "grievance committee" to handle individual grievances, which I think would be very unadvisable.

As stated, I have received replies from Messrs. Stone, Shea and Lee and would be glad to have replies from others.

Yours truly,

W. S. CARTER

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

GENERAL HEADQUARTERS:
3902 So. STATE STREET
ROOM 3
CHICAGO, ILL.

LABOR

JAN 10 1919

E-38-11

January 8,1919.

Hon. W. S. Carter,
Director Division of Labor,
Washington, D.C.

Dear Sir:

Very great confusion seems to prevail among the colored Railway men all over the country as to rates of pay and other grievances. It has seemed advisable once again to seek more information from you, both in order that we may correctly advise our men and that a certain amount of correspondence may be saved your office.

In your letter of October 1st, 1918, addressed to Robert L. Mays, of this Association, you mention the following gentlemen's names:

Copy to Messrs.
Jewell
Forrester
Barker
Shea
Lee
Stone
Garretson

May I request that you send me the addresses of these gentlemen, in order that direct contact with them may be assured. Furthermore, I would request that all supplements to General Order, No.27, be forwarded to this office and any other matter that you have on hand which will help, in your judgement, to advise men. Inquiries come from all branches of railroading and all manner of questions are asked.

In so far as possible advice is given without referring them to your office. Anything which will help us will be greatly appreciated, as I am forced at times to think of this as one of the direct branches of your office, saving you time, bother and labor. We wish to do this work as efficiently as possible.

If you have a mailing list for current bulletins would appreciate the addition of the name of this Association thereon,

Gratefully yours,

M. O. Bousquet M.D

International Secretary.

Jan. 11, 1919

E-38-11

Mr. M. O. Bousfield,
Int. Sec., RR Men's Int. B. I. Ass'n.,
3902 So. State St., Room3,
Chicago, Illinois.

Dear Sir:

Your letter of January 8th in regard to my letter of October 1st, 1918 addressed to Mr. Robert L. Mays has been received.

I am giving you below addressed of the gentlemen mentioned in your letter:

Mr. B. M. Jewell, Actg. Pres., Railway Employes Dept., A.F.L.,
A. F. of L., Bldg., Washington, D. C.

Mr. J. J. Forrester, Genl. Pres., Brotherhood of Ry Clerks,
A. F. of L. Bldg., Washington, D.C.

Mr. A. E. Barker, Grand Pres., I. B. of M. W. E.,
27 Putnam Ave., Detroit, Mich.

Mr. Timothy Shea, Actg. Pres., B. of L. F. & E.,
901 Guardian Bldg., Cleveland, Ohio.

Mr. W. G. Lee, Pres., B. of R. T.,
American Trust Bldg., Cleveland, Ohio.

Mr. W.S. Stone, G. C. E., B. of L. E.,
1116 B. of L.E. Bldg., Cleveland, Ohio.

Mr. A. B. Garretson, Pres., O.R.C.,
Cedar Rapids, Ia.

Am enclosing a copy of General Order 27 together with all Supplements and Interpretations.

Yours truly, W. S. CARTER

5-as

A. E. BARKER
Grand President

GEORGE SEAL
Grand Sec'y-Treas.

UNITED BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYES AND RAILWAY SHOP LABORERS

AFFILIATED WITH THE AMERICAN FEDERATION OF LABOR
AND TRADES & LABOR CONGRESS OF CANADA
29

OFFICE OF GRAND PRESIDENT
Headquarters Building, 27 Putnam Avenue

E-3P-1/ LABOR

Detroit, Mich., Jan. 13, 1919.

JAN 17 1919

Mr. W.S. Carter, Director, Division of Labor,
Washington, D.C.

Dear Sir:

I beg to acknowledge receipt of your communication of the 8th inst., addressed to the presidents of the various railway brotherhoods in regard to handling grievances of colored employes on railways where working agreements are in existence between the railroads and the organizations of employes.

The United Brotherhood of Maintenance of Way Employes and Railway Shop Laborers organization does not draw the color line. The colored employes in our department receive the same consideration in every way that is extended to white members. All local and general committees are instructed to handle the grievances of colored employes on roads where we have working agreements, regardless of whether they hold membership in our organization or not.

Yours very truly,

A E Barker
Grand President.

AEB FMH

Jan 28 26

W. G. Lee, President.
T. R. Dodge, Assistant President.
A. E. King, General Secretary and Treasurer.

Grand Lodge
Brotherhood of Railroad Trainmen

General Offices: Cleveland, Ohio.

E 38 11

LABOR

WGL-C

January 13, 1919.

JAN 15 1919

Mr. W. S. Carter,
Director, Division of Labor,
U. S. Railroad Administration,
Interstate Commerce Bldg.,
Washington, D. C.

Dear Sir::

This will acknowledge your communication of the 8th inst. to Brothers Stone, Garretson, Barker, Jewell, Forrester and myself, in connection with correspondence passing between your department and Robert L. Mays, International President of the Railroad Men's International Benevolent Industrial Association, which I am advised is an organization of colored railroad employes.

This will also acknowledge your communication of the same date to me, calling my attention to the fact that in prior correspondence I have seemingly overlooked giving you the information desired in reference to the policy of the Brotherhood of Railroad Trainmen handling the grievances or protecting the interests of colored brakemen, switchmen, or others of classes represented by the Brotherhood, or, in fact, taking care of alleged grievances of employes of our class not members of the organization.

I can assure you that the Brotherhood will handle through its constituted committees grievances presented by any employe of our class wherein merit exists, but I believe it is only fair to say that very often local and general committees decline to handle grievances presented by members of the organization because in the opinion of such committees there is little if any merit in such grievances. I suppose it is only reasonable to expect that the same condition will exist among those not holding membership in the Brotherhood, and I am of the opinion that if some grievance is disapproved, originating with an employe not affiliated with the Brotherhood, all of us will hear more of it than if a grievance of a member of the organization is declined. However, it seems to me if your department is contemplating handling personal grievances of employes not affiliated with the Brotherhood that our committee declines to handle your department might be considered inconsistent if it did not handle or hear rejected grievances of members of the organization.

I am inclined to the belief that our membership will be as much or more interested in having the rates of pay and working conditions fully lived up to in so far as they apply to colored employes, because it is only natural for such committees to feel that the operating officers will try to take advantage of non-order employes to a greater extent than would be undertaken with members of the Brotherhood, thus breaking down in a measure the influence of the organization. I shall use my influence with lodges and local and general

W. S. C. 2.

committees to be more careful in reference to schedule violations of those not affiliated with the organization than with our own membership, and I do not believe the colored employes will have anything to justly complain of in that connection.

Very truly yours,

President.

Copy to
Mr. W. S. Stone,
Mr. Timothy Shea.

SIGNED BY MR. LEE
WHO WAS OBLIGED TO
LEAVE THE OFFICE BEFORE
SIGNING

"Liberty Shall Not be Held in Bonds;
To Retain Liberty—Buy Bonds."

Grand Office
Brotherhood Locomotive Engineers
Cleveland, O.
EXECUTIVE DEPARTMENT
WARREN S. STONE
GRAND CHIEF

~~E 55 24~~
E-38-11

January 14th, 1919.

Mr. W. S. Carter,
Director, Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

I have your letter of January 8th addressed to the Executives of the Railroad Brotherhoods, also Mr. Barker, President of the United Brotherhood of Maintenance of Way Employes, Mr. B. M. Jewell, Railway Employes Department, A. F. of L. Building, and Mr. J. J. Forrester, President, Brotherhood of Railway Clerks.

If I understand your letter correctly, the question involved is whether or not members of the Railroad Men's International Benevolent Industrial Association, composed of colored Railroad employes, can have their grievances handled by a grievance Committee representing the different classes of employes.

In reply, would advise that in so far as I know, there is not a colored Locomotive Engineer in service on any Railroad under Federal control, and I do not believe that the Brotherhood of Locomotive Engineers will be called upon to handle the grievances of any members of the Association mentioned above who are Locomotive Engineers.

Yours very truly,

W. S. Stone

G. C. E.

S1

Copy to Mr. A. B. Garretson,
Mr. W. G. Lee,
Mr. Timothy Shea.

Executive Council

W. H. JOHNSTON,
A. F. of L. Bldg.,
Washington, D. C.

J. W. KLINE,
1234-5 Transportation Bldg.,
Chicago, Ill.

J. A. FRANKLIN,
Room 15, Law Bldg.,
Kansas City, Kans.

J. J. HYNES,
407 Nelson Bldg.,
Kansas City, Mo.

F. J. McNULTY,
406-18 Reisch Bldg.,
Springfield, Ill.

M. F. RYAN,
503 Hall Bldg.,
Kansas City, Mo.

S. E. HEBERLING,
326 Brisbane Bldg.,
Buffalo, N. Y.

J. J. FORRESTER,
406-08 2d Nat'l Bank Bldg.,
Cincinnati, Ohio.

Employes Department

A. O. WH[illegible]
President.

G. W. PRING,
Vice-President.

J. SCOTT,
Secretary-Treasurer.

HEADQUARTERS
ROOMS 505-507
A. F. of L. BUILDING

TELEPHONE FRANKLIN 7651

Affiliated Organizations

INT. ASS'N OF MACHINISTS.
INT. BROTHERHOOD OF BLACKSMITHS AND HELPERS.
INT. BROTHERHOOD OF BOILERMAKERS, IRON SHIP BUILDERS AND HELPERS OF AMERICA.
AM. SHEET METAL WORKERS' INT. ALLIANCE.
INT. BROTHERHOOD OF ELECTRICAL WORKERS.
BROTHERHOOD OF RAILWAY CARMEN OF AMERICA.
SWITCHMEN'S UNION OF NORTH AMERICA.
BROTHERHOOD OF RAILWAY CLERKS.

E-38-11

LABOR

Office of Secy.-Treas.: Washington, D. C., Jan. 17, 1919.

Mr. W. S. Carter,
Director Div. of Labor,
I. C. C. Bldg.,
Washington, D. C.

JAN 18 1919

Dear Sir:-

Referring to your joint letter of January 8th, File E-38-11 with regard to the Railroad Men's International Benevolent Industrial Association, desire to state that inasmuch as the Executive Council members of this Department will meet here in session within the next day or two, we would consider it advisable to place this subject before them at that time and hope to be in a position to fully express our views on the matter after this meeting.

We also believe that in view of the proposed meeting of chief executives of all the organizations to be held here February 3rd, the matter should be further discussed jointly at that time in order to arrive at a general understanding. I am sure the matter can be satisfactorily arranged.

Regretting the delay in giving you a definite answer on the subject and hoping that this will in no wise inconvenience you I am

Yours very truly,

John Scott

Secretary-Treasurer.

Jan 25
Jfk

January 21, 1919

File E-38-11

Mr. W. G. Lee,
Pres., B. of R. T.,
Amer.Trust Bldg.,
Cleveland, O.

Dear Sir:

I have your letter of January 13th replying to my letter of the 8th, all with regard to the regular committees of employees' organizations handling grievances of all men of the class represented in their respective agreements.

Your decision is exactly as I understood it to be, although I feared I might be mistaken when I wrote you again. So far, the Division of Labor has been very successful in insisting that individual employees of whatever class should take up their grievances with the regular constituted committee representing that class, rather than have them settled here. I do not anticipate there will be any necessity for the Division of Labor handling these matters, for I am sure that the Local Committees of the several organizations will recognize the advantage of the organization handling these matters and thus preserving their jurisdiction.

Yours truly,

W. S. CARTER

12

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International
Benevolent Industrial Association

GENERAL HEADQUARTERS:
3902 SOUTH STATE STREET
ROOM 3
CHICAGO, ILL.

E-38-11

January 21, 1919.

LABOR
JAN 23 1919

Mr. W. S. Carter,
Director Division of Labor
U. S. Railway Administration,
Washington, D. C.

Dear Sir:

I am in receipt of a copy of the letter sent you by Mr. C. H. Lowery, of Wilmington, Delaware. I realize he has given you no facts on which you could act.

As he failed to follow my instructions, or did not know just what things were pertinent, I ask your patience until I myself shall have opportunity to investigate and see if there is a condition requiring adjustment or merely a set of unfounded complaints.

Respectfully,
Robt L. Mays
International President,

RLM/GBC

January 24, 1919

File E-38-11

Mr. Robert L. Mays, Chairman,
Board of Directors,
R.R. Men's Inter. Benevolent Industrial Assn.,
3902 So. State Street, Chicago, Ill.

Dear Sir:

I have your letter of the 21st with regard to letter sent me by Mr. C. H. Lowery, of Wilmington, Delaware.

Since writing you on January 8th I have been in communication with the chief executives of the four transportation organizations, and they have assured me that they will protect the interests of every employee working under their schedules, regardless of whether they are members of their organization or regardless of whether they are white or colored.

Of course, members of these organizations often bring up "grievances" with the local committees which are not sustained by such committees, but I am sure that any grievances presented to the local committees representing the class of employees involved will receive identically the same consideration from such committees as though the applicant were a member of the organization.

I think you will appreciate that the organizations having grievances on railroads are as much interested in seeing that their agreements are complied with for non-union men as for members of their organization, for to withhold assistance in such matters would encourage lower rates of pay and discrimination against some of the employees.

If in any specific case the local committee does not accord justice to the colored men, and if in your opinion the contentions of such employees are correct, please refer the entire matter to me, when I will take up with the chief executive of the organization concerned, who, I am sure, will see that the schedules are applied to all employees working thereunder, and will also see that justice is done.

I note some of the cases referred to me by Mr. Lowery are not "grievances" as usually understood, but are complaints

against the application of General Order 27. In each instance where it is claimed a wage order is not being applied in the proper manner to one of the colored employees, a complete statement of the case should be filed with this Division, and I assure you it will be given prompt consideration.

Yours truly,

W. S. CARTER

12

E 38-11

Wilmington, Del.,

January 19, 1919.

LABOR

Mr. W. S. Carter,
Director, Division of Labor,
U. S. Railway Administration,
Washington, D. C.

JAN 18 1919

Dear Sir:

In reference to our grievience, we as members of the Railroad Men's International Benevolent Industrial Association, Local of Wilmington, Del., went to the Chairman of the White Brotherhood, namely Mr. Mack Ralston, asking him to co-operate with us in order that we might go before the Railroad Officials for the purpose of proper arbitration. This he refused to do; therefore we failed.

We now appeal to you, as we have been patriotic in every way. We have bought Liberty Bonds, War Savings Stamps Thrift Stamps, and have contributed to the various War Activities such as Red Cross, Y. M. C. A., etc. The high cost of living and the small pay we receive is not sufficient to support our families, and we had planned to ask the cooperation of the White Chairman in order to secure an increase in wages. We ask you in good faith to please adjust this matter for us.

Respectfully,

C. H. Lowery

318 E. 10th St.

Index

January 30, 1919

E-38-11

Mr. C. H. Lowery,
318 E. 10th St.,
Wilmington, Del.

Dear Sir:

I have your letter of January 19th in which you advise that the members of the Railroad Men's International Benevolent Industrial Association, of Wilmington, Del. went to the Chairman of the White Brotherhood, Mr. Mack Ralston, and asked him to cooperate with you in order that you might go before the Railroad Officials for the purpose of proper arbitration, and which he refused to do. You request that we handle the matter for you.

After receiving your letter, we also received one from Mr. Robert L. Mays, International President, at Chicago, Ill. requesting that we take no further action in regard to your letter until he has investigated the case and advised us definitely the grievances you wish us to handle, therefore we shall hold your letter awaiting this information from him.

Yours truly,

W. S. CARTER

S-ss

Executive Council

W. H. JOHNSTON,
A. F. of L. Bldg.,
Washington, D. C.

J. W. KLINE,
1234-5 Transportation Bldg.,
Chicago, Ill.

J. A. FRANKLIN,
Room 15, Law Bldg.,
Kansas City, Kans.

J. J. HYNES,
407 Nelson Bldg.,
Kansas City, Mo.

F. J. McNULTY,
406-18 Reisch Bldg.,
Springfield, Ill.

M. F. RYAN,
503 Hall Bldg.,
Kansas City, Mo.

S. E. HEBERLING,
326 Brisbane Bldg.,
Buffalo, N. Y.

J. J. FORRESTER,
406-08 2d Nat'l Bank Bldg.,
Cincinnati, Ohio.

Railway Employes Department

A. O. WHARTON,
PRESIDENT.

J. F. McGRATH,
VICE-PRESIDENT.

J. SCOTT,
SECRETARY-TREASURER.

OFFICE OF
SECRETARY-TREASURER

HEADQUARTERS
ROOMS 506-507
A. F. OF L. BUILDING

TELEPHONE FRANKLIN 7651

Affiliated Organizations

INT. ASS'N OF MACHINISTS.
INT. BROTHERHOOD OF BLACKSMITHS AND HELPERS.
INT. BROTHERHOOD OF BOILERMAKERS, IRON SHIP BUILDERS AND HELPERS OF AMERICA.
AM. SHEET METAL WORKERS' INT. ALLIANCE.
INT. BROTHERHOOD OF ELECTRICAL WORKERS.
BROTHERHOOD OF RAILWAY CARMEN OF AMERICA.
SWITCHMEN'S UNION OF NORTH AMERICA.
BROTHERHOOD OF RAILWAY CLERKS.

Washington, D. C., Feb. 8th, 1919.

DIVISION OF LABOR.
FEB 10 1919

Mr. W.S. Carter, Director,
Division of Labor,
I.C.C. Building,
City.

Dear Sir :---

Further in connection with your letter of January 8th, file E 38-11 and Mr. John Scott's reply of January 17th, with reference to local committees handling grievances of those not members of our organizations.

Please be advised that we have stated on a number of occasions that we claim the right to represent every employe of railroads who perform any of the work outlined in Supplement No.4, its Addenda, Amendments, and Interpretations, and the membership of our several organizations clearly understand this matter, insofar as we know are handling the grievances of all above referred to employes on roads where we have agreements and on most all other roads. If you will at any time call to our attention a specific case where this is not being done, we shall be more than glad to see to it that the above outlined policy is strictly adhered to by our people.

Very truly yours,

B. M. Jewell

Acting President, Ry.E.Dept.

Form G-18 FILE NO.

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

SUBJECT:

April 7, 1919

MEMORANDUM for Mr. Carter:

The attached file E-38-11 is made up of various complaints received from Robert L. Mays, who signs himself as International President of the Railroad Men's International Benevolent Industrial Association. Most of these complaints have been disposed of by advising him to handle with the proper committee representing the class of employees involved, and do not at the present seem to be of any consequence.

One question which he has presented (which appears to have been overlooked) is his letter of January 15th to you (indicated by slip of paper) in which he cites cut in rate of pay of colored switchmen on the NOT&M Ry at De Quincy, La., and he also quotes from Supplement 12, as follows: "Where white men are employed, as brakemen, the compensation and overtime rule for colored brakemen shall be the same for both passenger and freight service, as for the same position on the minimum paid contiguous road." He claims according to this, that any differentials which may now exist should be done away with. This question has received no definite consideration to date. It appears that when this letter was first received it got into the files without anything being done with it.

He has followed up his letter to you of Jan 15th with a letter to the Director General, further referring to this alleged cut in wages of colored switchmen on the TNO&M Ry., and states "I make this inquiry for the reason that while in Washington, the middle of this month (March 15th) and while making certain investigations at the office of the Division of Labor I noticed that the original complaint was in the files of this Association, but there was no follow up correspondence indicating any action having been taken. If that means that there was an error on the part of the filing clerk, has it delayed action on the part of the proper officials?" Mr. Mays did call March 15th, concerning various matters, and I talked to him for over an hour. When this question was brought up, I dug out the file, and found that his letter of Jan. 15th had been filed away without any action ever having been taken on same. Inasmuch as he stated to me that this matter had never been taken up with the committee it was thought that the best plan would be for him to take this question up through the committee representing the class of employees concerned on the NOT&M Ry, and that if they refused to handle it for him, that he would again present the question, citing ~~specifix~~ specific instances where the differentials occurred, in order that they might be investigated. This presumably was never done, and it appears that the case is again revived by his letter to the Director General of March 14th.

DeMontreville

Re- differences in rates of pay of colored and white switchmen on the TNO&M Ry.
It is claimed that Sup. 12 provides that "Where white men are employed, as brakemen, the compensation and overtime rule for colored brakemen shall be the same for both passenger and freight service, as for the same positions on the minimum paid contiguous road".
See letters indicated in file with slip of white paper, particularly Mr. May's letter of Jan 15.

Form G—19.

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

FILE NO. E-38-11

SUBJECT

March 20, 1919.

MEMORANDUM

For Mr. Carter.

Mr. Mays' letter of March 14th has been acknowledged stating that the matter of the cut in wage of colored switchman of the Texas, New Orleans and Mexico Railway is under your jurisdiction and that his letter is being referred to you.

Mr. Bland's letter of January 28th, which I acknowledged on February 6th, did not refer to this matter at all.

DIVISION OF LABOR

M. B. C.

fcl

MAR 24 1919

March 18, 1919

P19.3

Mr. Clagett:

There appears to be a mix up in connection with attached papers. I am attaching papers I have which are irrelevant to the wage matter. The file clerk in Mr. Carter's office claims they have no papers but Mr. Mays states in his letter of the 14th that he saw the original complaint in the files. I am attaching a copy of the pre-index record of letter that was referred to you on the7th.

JCCribbs

Form G-21

Railroad Men's Intern at'l Serial No. 80231
Benevolent Industrial Ass'n

File No.

Mays, Robt L.
Negro Employees

Date 3/5/19

From Robt. L. Mays To W. D. Hines

Re wages and conditions of employment of negro railroad employees.

Referred to Mr. Clggett.
3/7/19

Papers

73749
amp

Railroad Men's International,
Benevolent Industrial Association;
General Headquarters,
3902. So.State Street
Room 3.
Chicago, Ill.

January 28TH. 1919.
DeQuincy, La.
Local #10.
Auther Bland, Pres.

Mr. Walter,D. Hines;
Director General,Of U.S.;
Railroad,Administration;

My Dear Sir: Greetings,from hope,and trust,of A brighter future,which marks your sequel in supervising the Railroad Lines now under the Government's control;

We the Members of this Association,are living in hope's ,that you will so conduct the affairs of Traffic,that the People Of this great Commom Wealth,shall deem it neccesary,and contend for Government Owner-Ship like,that of other Country's ;Who own,and opperate their Traffic System.

In conclusion we urge upon you to do every-thing possible to bring to bear Indefnite Control ,Or Complete Owner-Ship of all Rail-road Lines,which we deem fiting,and proper,and you shall have our aid if there is any possibility of aiding in minataining the Roads for the future betterment of our Country..

We are sure,that there would be no Strikes,and no tieing up of Traffic at any time;
But there would be harmony on the part the Employeee,with better Pay, and A more efficient Railroad System.

We begto Remain in good faith,

Your Humble Servant, C. A. Bland Pres.
John Demuray Sec.

Y 4

February 6, 1919.

My dear Sir:

On behalf of the Director General, permit me to acknowledge receipt of your letter of the 28th of January, and to thank you for calling your views to his attention.

With warm regard,

Very cordially yours,

Assistant to Director General.

Mr. A. Bland, President,
Railroad Men's International
Benevolent Industrial Assn.,
3902 South State street,
Chicago, Ill.

Gov't control

MBC-1

82295

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

GENERAL HEADQUARTERS:
3902 SOUTH STATE STREET
ROOM 3
CHICAGO, ILL.

E-38-11

Office of Director General of Railroads

answer this

DIVISION OF LABOR.

MAR 17 1919

March 14, 1919.

Hon. Walker D. Hines,
Director General Railroads,
Washington, D.C.

MAR 17 1919

Dear Sir:

In reference to a letter from your office, of February 6th, 1919 acknowledging communication of January 28th, from this Association, permit me to make further inquiry. The letter was addressed to Mr. A. Bland as president, and had reference to certain matters concerning a cut in wage of colored switchmen of the Texas, New Orleans & Mexico Ry. The communication to you came from the undersigned and was not acknowledged in such a way that you might know that the results sought have been secured.

Mr. Bland, who is president of a Local in Louisana has written us several times since, asking if we had heard anything as to the kind of action taken, because the men are yet receiving the reduced rate of pay and are still dissatisfied and feel that they are being mistreated.

I make this inquiry for the reason that while in Washington, the middle of this month, and while making certain investigations at the office of the Dir. General of the Division of Labor, I noticed that the original complaint was in the files of this Association, but there was no follow up correspondence indicating any action having been taken. If that means that there was an error on the part of the filing clerk, has it delayed action on the part of the proper officials?

We hope that, in calling your attention to this matter, you will be able to give us some advice at a very early date, as to what award has been made.

DIVISION OF LABOR.

Sincerely yours,

Robert L. May

International President.

RLM:MAW

MAR 24 1919

82295

March 17, 1919.

Dear Mr. Mayo:

Permit me to acknowledge for the Director General your letter of the 14th inst. with regard to a letter from Mr. A. Bland concerning the cut in wage of colored switchmen of the Texas, New Orleans & Mexico Railway.

This matter is under the jurisdiction of Mr. W. S. Carter, Director, Division of Labor, to whom your letter is being referred for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Robert L. Mayo,
International President,
Railroad Men's International
Benevolent Industrial Association,
3902 South State Street, Room 3,
Chicago, Ill.

M.B.

May 6, 1919
E-38-11

Mr. Robert L.Mays,
3902 S. State St., Room 3,
Chicago, Ills.

Dear Sir:-

Replying to yours of March 14th, in which reference is made to communication of January 28th from your Association with regard to matters concerning cut in wage of colored switchmen on the Texas, New Orleans & Mexico Railroad, and in which you state: "The communication to you came from the undersigned and was not acknowledged in such a way that you might know that the results sought have been secured."

Inasmuch as Supplement No.12 to General Order 27 has been ordered placed in effect and the issuance of Supplements Nos. 15 and 16 cover all classes of employes engaged in engine and train service, no doubt many of the matters complained of in your former communications have been corrected by the application of the above mentioned orders.

However, if any of the matters complained of have not been taken care of, or the order properly applied, if you will call same to the attention of the Division of Labor, giving specific instances, we shall be glad to give the matter proper attention.

Yours very truly,

Assistant Director.

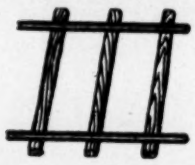
2-LFS

E-38-11-4

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association



GENERAL HEADQUARTERS,
3902 SOUTH STATE STREET
ROOM 3
CHICAGO, ILL.

Local No. 1, Chicago, Ill.
Local No. 2, Albuquerque, N. M.
Local No. 3, Memphis, Tenn.
Local No. 4, Beaumont. Texas
Local No. 5, Richmond, Va.
Local No. 6, Pittsburg, Pa.
Local No. 7, St. Paul, Minn.
Local No. 8, Cleveland, O.
Local No. 9, McGehee, Ark.
Local No. 10, DeQuincy, La.
Local No. 11, Wilmington, Del.
Local No. 12, Philadelphia, Pa.
Local No. 13, New York, N. Y.
Local No. 14, Monroe, La.
Local No. 15, Waterloo. Iowa
Local No. 16, Meadville, Pa.
Local No. 17, Chicago, Ill.
Local No. 18, Montgomery, Ala.
Local No. 19, Ashville, N. C.
Local No. 20, Denver, Colo.
Local No. 21, Helena, Ark.
Local No. 22, Chattanooga. Tenn.
Local No. 23, Savannah, Ga.
Local No. 24, Atlanta, Ga.
Local No. 25, Crestline, O.
Local No. 26. Chicago, Ill.
Local No. 27, Texarkana, Texas
Local No. 28. Fitzgerald, Ga.
Local No. 29. Waycross, Ga.
Local No. 30, Charleston, S. C.
Local No. 31, Alexandria, La.
Local No. 32, Mobile, Ala.
Local No. 33, Jackson, Tenn.
Local No. 34, Sanford, Fla.
Local No. 35, Detroit, Mich.
Local No. 36, Jacksonville, Fla.
Local No. 37, So. Richmond, Va.
Local No. 38, Columbia, S. C.
Local No. 39, Cincinnati, O.
Local No. 40, New Bern, N. C.
Local No. 41, Dayton. O.
Local No. 42, Graham, Va.
Local No. 43, Waycross, Ga.
Local No. 44, Des Moines. Ia.
Local No. 45, Vicksburg. Miss.
Local No. 46, Addis. La.
Local No. 47, Montgomery, Ala.
Local No. 48, Dermott, Ark.
Local No. 49, Lynchburg, Va.
Local No. 50, Greenville, Miss.
Local No. 51, Florence, S. C.
Local No. 52, Lakeland, Fla.
Local No. 53, Selma, Ala.
Local No. 54, Muskogee, Okla.
Local No. 55, Little Rock, Ark.
Local No. 56, Boston, Mass.
Local No. 57, Kent, O.
Local No. 58, Lake Village, Ark.
Local No. 59, Rocky Mountain, N. C.
Local No. 60, Gautier, Miss.
Local No. 61, Lake Charles. La.
Local No. 62, Chicago, Ill.
Local No. 63, Douglas, Ga.
Local No. 64, Washington, D. C.
Local No. 65, Clarksdale, Miss.
Local No. 66, Wilmington, N. C.
Local No. 67, Alexandria, Va.
Local No. 68, Chicago, Ill.
Local No. 69. West Philadelphia, Pa.
Local No. 70, Columbia, S. C.
Local No. 71, Chicago, Ill.
Local No. 72, Augusta, Ga.
Local No. 73, Fitzgerold, Ga.
Local No. 74, Montgomery, Ala.
Local No. 75, Raleigh, N. C.
Local No. 76, High Springs, Fla.

(List complete to May 15, 1919)

June 26, 1919.

Mr. W. S. Carter,
Director Division of Labor,
Washington, D.C.

Dear Sir:

I present you herewith:

(1) A letter of inquiry addressed to Mr. J.L. Marquette Supt. Western Division, Chicago and Alton R.R., on the question of applying Supplement #12 General Order #27 to colored head-end men.

(2) Mr. Marquette's reply

(3) Specified contention of Mr. E. A. Barnhill, an employee of that road and of that class (head-end)

(4) Mr. Barnhill's examination card, submitted in evidence and which I hope you will return to me at your convenience.

We contend, in conclusion, the facts stated in Mr. Barnhill's statement will upon investigation show a flat misapplication of Supplement #12 to General Order #27.

Respectfully yours,

Robt L Mays

International President.

RLM-GBC

DIVISION OF LABOR

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

GENERAL HEADQUARTERS,
3902 SOUTH STATE STREET
ROOM 3
CHICAGO, ILL.

Local No. 1, Chicago, Ill.
Local No. 2, Albuquerque, N. M.
Local No. 3, Memphis, Tenn.
Local No. 4, Beaumont. Texas
Local No. 5, Richmond, Va.
Local No. 6, Pittsburg, Pa.
Local No. 7, St. Paul, Minn.
Local No. 8, Cleveland, O.
Local No. 9, McGehee, Ark.
Local No. 10, DeQuincy, La.
Local No. 11, Wilmington, Del.
Local No. 12, Philadelphia, Pa.
Local No. 13, New York, N. Y.
Local No. 14, Monroe, La.
Local No. 15, Waterloo. Iowa
Local No. 16, Meadville, Pa.
Local No. 17, Chicago, Ill.
Local No. 18, Montgomery, Ala.
Local No. 19, Ashville, N. C.
Local No. 20, Denver, Colo.
Local No. 21, Helena, Ark.
Local No. 22, Chattanooga. Tenn.
Local No. 23, Savannah, Ga.
Local No. 24, Atlanta, Ga.
Local No. 25, Crestline, O.
Local No. 26. Chicago, Ill.
Local No. 27, Texarkana, Texas
Local No. 28. Fitzgerald, Ga.
Local No. 29. Waycross, Ga.
Local No. 30, Charleston, S. C.
Local No. 31, Alexandria, La.
Local No. 32, Mobile, Ala.
Local No. 33, Jackson, Tenn.
Local No. 34, Sanford, Fla.
Local No. 35, Detroit, Mich.
Local No. 36, Jacksonville, Fla.
Local No. 37, So. Richmond, Va.
Local No. 38, Columbia, S. C.
Local No. 39, Cincinnati, O.
Local No. 40, New Bern, N. C.
Local No. 41, Dayton. O.
Local No. 42, Graham, Va.
Local No. 43, Waycross, Ga.
Local No. 44, Des Moines. Ia.
Local No. 45, Vicksburg. Miss.
Local No. 46, Addis. La.
Local No. 47, Montgomery, Ala.
Local No. 48, Dermott, Ark.
Local No. 49, Lynchburg, Va.
Local No. 50, Greenville, Miss.
Local No. 51, Florence, S. C.
Local No. 52, Lakeland, Fla.
Local No. 53, Selma, Ala.
Local No. 54, Muskogee, Okla.
Local No. 55, Little Rock, Ark.
Local No. 56, Boston, Mass.
Local No. 57, Kent, O.
Local No. 58, Lake Village, Ark.
Local No. 59, Rocky Mountain, N. C.
Local No. 60, Gautier, Miss.
Local No. 61, Lake Charles. La.
Local No. 62, Chicago, Ill.
Local No. 63, Douglas, Ga.
Local No. 64, Washington, D. C.
Local No. 65, Clarksdale, Miss.
Local No. 66, Wilmington, N. C.
Local No. 67, Alexandria, Va.
Local No. 68, Chicago, Ill.
Local No. 69. West Philadelphia, Pa.
Local No. 70, Columbia, S. C.
Local No. 71, Chicago, Ill.
Local No. 72, Augusta, Ga.
Local No. 73, Fitzgerold, Ga.
Local No. 74, Montgomery, Ala.
Local No. 75, Raleigh, N. C.
Local No. 76, High Springs, Fla.

(List complete to May 15, 1919)

Copy

June 26, 1919.

Mr. J. L. Marquette,
Supt. Western Division,
Chicago & Alton RR.
Kansas City, Mo.

Dear Sir:

This is to respectfully inquire of you as to what disposition is being made of Supplement #12 to General Order #27.

We are informed that under date of April 7, Regional Directors were instructed by the R.R. Administration to apply this Supplement (#12) as issued.

This inquiry is made by and on behalf of colored head-end men in your employ.

Respectfully yours,
E. A. Barnhill
General Chairman Trainmen.

EAB-MAW

"100% EFFICIENY ON THE JOB;
100% ORGANIZED TO PROTECT THE JOB."

Copy

Supp. 12, General Order No.27.

Kansas City, Mo. May 24, 1919

Mr. E. A. Barnhill,
Train Porter,
Kansas City, Mo.

Dear Sir:

Referring to your letter of May 13th, asking disposition that is being made of Supplement #12 to General Order No.27.

We do not consider that this supplement applies in any way to our Train Porters.

Yours truly,

J.L. Marquette,

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

GENERAL HEADQUARTERS,
3902 SOUTH STATE STREET
ROOM 3
CHICAGO, ILL.

Local No. 1, Chicago, Ill.
Local No. 2, Albuquerque, N. M.
Local No. 3, Memphis, Tenn.
Local No. 4, Beaumont. Texas
Local No. 5, Richmond, Va.
Local No. 6, Pittsburg, Pa.
Local No. 7, St. Paul, Minn.
Local No. 8, Cleveland, O.
Local No. 9, McGehee, Ark.
Local No. 10, DeQuincy, La.
Local No. 11, Wilmington, Del.
Local No. 12, Philadelphia, Pa.
Local No. 13, New York, N. Y.
Local No. 14, Monroe, La.
Local No. 15, Waterloo. Iowa
Local No. 16, Meadville, Pa.
Local No. 17, Chicago, Ill.
Local No. 18, Montgomery, Ala.
Local No. 19, Ashville, N. C.
Local No. 20, Denver, Colo.
Local No. 21, Helena, Ark.
Local No. 22, Chattanooga. Tenn.
Local No. 23, Savannah, Ga.
Local No. 24, Atlanta, Ga.
Local No. 25, Crestline, O.
Local No. 26. Chicago, Ill.
Local No. 27, Texarkana, Texas
Local No. 28. Fitzgerald, Ga.
Local No. 29. Waycross, Ga.
Local No. 30, Charleston, S. C.
Local No. 31, Alexandria, La.
Local No. 32, Mobile, Ala.
Local No. 33, Jackson, Tenn.
Local No. 34, Sanford, Fla.
Local No. 35, Detroit, Mich.
Local No. 36, Jacksonville, Fla.
Local No. 37, So. Richmond, Va.
Local No. 38, Columbia, S. C.
Local No. 39, Cincinnati, O.
Local No. 40, New Bern, N. C.
Local No. 41, Dayton. O.
Local No. 42, Graham, Va.
Local No. 43, Waycross, Ga.
Local No. 44, Des Moines. Ia.
Local No. 45, Vicksburg. Miss.
Local No. 46, Addis. La.
Local No. 47, Montgomery, Ala.
Local No. 48, Dermott, Ark.
Local No. 49, Lynchburg, Va.
Local No. 50, Greenville, Miss.
Local No. 51, Florence, S. C.
Local No. 52, Lakeland, Fla.
Local No. 53, Selma, Ala.
Local No. 54, Muskogee, Okla.
Local No. 55, Little Rock, Ark.
Local No. 56, Boston, Mass.
Local No. 57, Kent, O.
Local No. 58, Lake Village, Ark.
Local No. 59, Rocky Mountain, N. C.
Local No. 60, Gautier, Miss.
Local No. 61, Lake Charles, La.
Local No. 62, Chicago, Ill.
Local No. 63, Douglas, Ga.
Local No. 64, Washington, D. C.
Local No. 65, Clarksdale, Miss.
Local No. 66, Wilmington, N. C.
Local No. 67, Alexandria, Va.
Local No. 68, Chicago, Ill.
Local No. 69. West Philadelphia, Pa.
Local No. 70, Columbia, S. C.
Local No. 71, Chicago, Ill.
Local No. 72, Augusta, Ga.
Local No. 73, Fitzgerold, Ga.
Local No. 74, Montgomery, Ala.
Local No. 75, Raleigh, N. C.
Local No. 76, High Springs, Fla.

(List complete to May 15, 1919)

5-27-19

Mr. R. L. Mays,
Pres. I.B.I.A.
Chicago, Ill.

Dear Sir:

I here enclose a copy of my letter to Mr. J.L. Marquette, Supt. Western Division, C & A R.R., in regard to what disposition they were going to make in regards to Supplement #12. I also enclose a copy of his reply to me.

I am pleased to inform you that I will be in this company's service nineteen years July 16, 1919 and the youngest man in service is seven years, and we have always done the work as required in Supplement #12.

To give you, and all concerned a thorough under standing of this matter, when Mr. J. L. Marquette (now Supt. Western Division C & A RR) was Train Master he made all head end work compulsory (on the train porter) by circulating a letter to all passenger conductors that train porters would handle switches and by their signature to this letter meant they assumed jointly the responsibility for the proper handling of same.

Please allow me further to state that the Train porter on the western division of C & A RR is not only required to do head-end breaking and porter work inside but he must flag ahead according to the rules of the operating department. I may as well say in one sentence that there is nothing required by the operating department on the head end of a passenger train that the C & A RR Train porter is exempt from doing.

Again I would like to call your attention to the fact that the porter on the Western Division has always been required to sign the register in accordance with the sixteen hour law and live up to the sixteen hour law just the same as other train men but receive no overtime.

WAGE SCALE

From June the 1st,1918 to February 1st,1919 we receive a pay of $65.00 per month. From February 1,1919 to present date $70.00 per month with no milage basis or nothing for overtime.

Please note mileage made on the following runs: Trains 9 & 10 between Chicago and Kansas City with four men on these runs they average 7738 mi. per month. Trains 21-22-23 & 24, between St. Louis and Kansas City with six men on these runs they average 5580 mi. per month.

JLM-2

I would like to say further that the train porters on the western C & A RR have always taken all examinations required by the operating department.

I here hand you my card for the last examination ordered by the company.

Very truly,

Signed E.A Barnhill

July 1, 1919.

File E-38-11-A

FILE COPY

Mr. Robert L. Mays,
3902 South State Street,
Room #3,
Chicago, Ill.

Dear Sir:

This will acknowledge receipt of your letter of June 26th, addressed to W. S. Carter, with reference to the application of Supplement No. 12.

It has developed that there has been a certain amount of misunderstanding with regard to the application of this supplement, and the Division of Labor is now handling the matter with the Director General to get a definite understanding as to the correct interpretation of the supplement. We expect to have more explicit instructions issued very shortly, and in the meantime would suggest that you hold the matter complained of in abeyance.

Yours truly,

J. A. Franklin

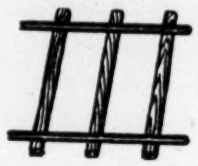
Form G-77. 2—8675

7-RMB

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association



GENERAL HEADQUARTERS,
3902 SOUTH STATE STREET
ROOM 3
CHICAGO, ILL.

E-38-11-a

Local No. 1, Chicago, Ill.
Local No. 2, Albuquerque, N. M.
Local No. 3, Memphis, Tenn.
Local No. 4, Beaumont. Texas
Local No. 5, Richmond, Va.
Local No. 6, Pittsburg, Pa.
Local No. 7, St. Paul, Minn.
Local No. 8, Cleveland, O.
Local No. 9, McGehee, Ark.
Local No. 10, DeQuincy, La.
Local No. 11, Wilmington, Del.
Local No. 12, Philadelphia, Pa.
Local No. 13, New York, N. Y.
Local No. 14, Monroe, La.
Local No. 15, Waterloo. Iowa
Local No. 16, Meadville, Pa.
Local No. 17, Chicago, Ill.
Local No. 18, Montgomery, Ala.
Local No. 19, Ashville, N. C.
Local No. 20, Denver, Colo.
Local No. 21, Helena, Ark.
Local No. 22, Chattanooga. Tenn.
Local No. 23, Savannah, Ga.
Local No. 24, Atlanta, Ga.
Local No. 25, Crestline, O.
Local No. 26, Chicago, Ill.
Local No. 27, Texarkana, Texas
Local No. 28. Fitzgerald, Ga.
Local No. 29. Waycross, Ga.
Local No. 30, Charleston, S. C.
Local No. 31, Alexandria, La.
Local No. 32, Mobile, Ala.
Local No. 33, Jackson, Tenn.
Local No. 34, Sanford, Fla.
Local No. 35, Detroit, Mich.
Local No. 36, Jacksonville, Fla.
Local No. 37, So. Richmond, Va.
Local No. 38, Columbia, S. C.
Local No. 39, Cincinnati, O.
Local No. 40, New Bern, N. C.
Local No. 41, Dayton. O.
Local No. 42, Graham, Va.
Local No. 43, Waycross, Ga.
Local No. 44, Des Moines. Ia.
Local No. 45, Vicksburg. Miss.
Local No. 46, Addis. La.
Local No. 47, Montgomery, Ala.
Local No. 48, Dermott, Ark.
Local No. 49, Lynchburg, Va.
Local No. 50, Greenville, Miss.
Local No. 51, Florence, S. C.
Local No. 52, Lakeland, Fla.
Local No. 53, Selma, Ala.
Local No. 54, Muskogee, Okla.
Local No. 55, Little Rock, Ark.
Local No. 56, Boston, Mass.
Local No. 57, Kent, O.
Local No. 58, Lake Village, Ark.
Local No. 59, Rocky Mountain, N. C.
Local No. 60, Gautier, Miss.
Local No. 61, Lake Charles. La.
Local No. 62, Chicago, Ill.
Local No. 63, Douglas, Ga.
Local No. 64, Washington, D. C.
Local No. 65, Clarksdale, Miss.
Local No. 66, Wilmington, N. C.
Local No. 67, Alexandria, Va.
Local No. 68, Chicago, Ill.
Local No. 69. West Philadelphia, Pa.
Local No. 70, Columbia, S. C.
Local No. 71, Chicago, Ill.
Local No. 72, Augusta, Ga.
Local No. 73, Fitzgerold, Ga.
Local No. 74, Montgomery, Ala.
Local No. 75, Raleigh, N. C.
Local No. 76, High Springs, Fla.

(List complete to May 15, 1919)

July 3, 1919.

Mr. J. A. Franklin,
Asst. Director Division Labor,
U.S. R.R. Administration,
Washington, D.C.

Dear Sir:

Answering yours of July 1st in acknowledgement of my letter of June 26th to Mr, W. S. Carter.

Pending a decision on the C & A matter I have with held several similar cases from a final submission to the Division of Labor.

However, owing to a wide-spread effort by several roads to avoid payment while others have squarely met the literal ruling of Supplement #12, the resulting dissatisfaction brings to Washington on Monday and Tuesday the 7th and 8th instant a crafts committee of this organization.

If it would possibly help matters any to see you personally kindly notify our Washington office 613 "F" St., N.W. I shall be present.

Thanking you for your courtesy, I am

Yours truly,
R. L. Mays
International President.

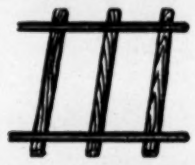
RLM-GBC

DIVISION OF LABOR.
JUL 5 1919

PHONE MAIN 7058

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International
Benevolent Industrial Association



E-38-11-9

OFFICE OF
INTERNATIONAL ATTORNEY
WILLIAM L. HOUSTON

613 F STREET, N. W.
ROOMS 101-103
WASHINGTON, D. C.

July
Seventh
1 9 1 9.

Hon. W. S. Carter, Director, Division of Labor,
United States Railroad Administration.,
Washington, D. C.

Dear Sir:-

While adhering to the request of Mr. Franklin of your office to hold in abeyance further protests on the matter of pay for colored head in train porters, I wish, nevertheless, to state that I have prepared and in process of preparation between the men and the companies cases for head in porters on the Louisville and Nashville, Wabash, C. & E. I., Chicago, Great Western, Texas, New Orleans and Mexico, Georgia Southern, Georgia Central and the Southern Railway company; owing to the fact that there is apparently another effort being made on the part of the roads to prevent the application of Supplement No. 12 to General Order No. 27 as ordered in force April 7th., I am deeming it necessary to call your attention to the fact and hoping that you will refer to the Director General while he is deliberating on this question, that while technically these men have been relieved of certain responsibilities connected with the operating of trains - the fact remains that they are nevertheless responsible for the performance of all duties as specified in Supplement No. 12, when so ordered by the train conductor who is really and actually the authority under whom they work. Further, to refuse to perform these duties when so ordered, they would be disobeying orders and would subject themselves to reprimand and discharge.

Also in the present makeup and operation of passenger trains, in order to insure the greatest efficiency and safety to the property and to the public, it is necessary that these men perform the duties formerly considered theirs and to perform which they were always responsible and which we further contend that section of Supplement No. 12 which states that, "this order shall not curtail the duties of employees heretofore classed as "train porters", means they should remain responsible. It is in support of this section of

PHONE MAIN 7058

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

OFFICE OF
INTERNATIONAL ATTORNEY
WILLIAM L. HOUSTON

613 F STREET, N. W.
ROOMS 101-103
WASHINGTON, D. C.

WSC--#2.

Supplement No. 12 that we make this statement and claim the pay of trainmen for them.

Sincerely yours,

Robt. L. Mays

Pres. R.R. Men's I.B. I. Association.

RLM-M.

July 8, 1918

E-20-11-6

Mr. R. L. Mays, President
M. R. Mays & T. D. T. Mays,
912 F St., N. W., Washington.

Dear Sir:

This will acknowledge the receipt of your letter of July 7, addressed to Mr. W. S. Carter, Director of the Division of Labor, stating that while adhering to the request of Mr. Franklin to hold in abeyance further protests on the matter of pay for colored train porters, you nevertheless had prepared and there is in process of preparation, cases between the men and certain companies regarding the application of Supplement #12 to General Order #47.

This matter is being given consideration now and we hope in the very near future to bring the case to a satisfactory conclusion.

Very truly yours,

H. P. Daugherty

Assistant Director.

FILE COPY

Form G-77

EL-mcg

gen file

E 038-114. 120559

FLP.

FLORENCE S.C. 10 12 1919 hornard mr, w,d,hines director gen,

pleas permit me to coll your attencion to the conferriance held with mr, franklian your assistant and mr,lake allso mr,doutherary, onthe eight,of July 1919 at which time and befure the above named parties which was tole allthat was pesent that we the colard firemen would releaived of the impoising duties and adid wark that is not cornected to the duties of the fireman,

the allegation about which Iam complaining is to wit,the requireing of the fire man by the fuieal instructer to wipe engine will ask you tu per mit me to say that at the time of the above name conferance mr, franklian asked if there were any of the men on my disteick being held of for not cleaning engine to wh ichp Ians ed no, but wish to coll speshial attencion to this one case of the fuial instructer giving sam broon or having him to searve(15) dayes for not cleaning eng no, 1014 which you will admit is un just and all so increasing the no,of that is aloted for firemen to wark, or in outher words it is matearley increasing the 8 houre baissac day,where as he reseaives no compensation for same,will ask since this man has ben delt with unjustly and has not had a squire deail at all willask genrial order no,27 be forst in this case,since this man has been desiplianed and it aws unjust that he reseaive the fell benifit of supliment (8) artickle (9)the fore going portion of this affadaivet wer sub mited to me by sam broon woh swears that he was held out of searfice for the failure to clea

eng 1014 ,teis alle gation is veary meaigo as to what could be sent to your from all over the country ,hornard mr, hines Ibeg leaf to say that this hoay body of men that I am now repersenting is known as the RR.menes industrial ass, a assosiaion that do not beleaive in stricks nor lock outs,but reather presents all greaifiuus maters , to a bord of arbatraion, at alltimes since this is true the advantaige is being taken of us at alltimes whem we ask for an investergation it is denied us hince we deem it is a step in the rite way and in the rite place,willask that we be givon the proper reckord nishion by the mananigements ,as we we are upto the starndard and requirement of the legisaive body which requires all unions to present greaivons to a bord of arbatraion and dis incuraige striks this is what this union is teaching all so it teaches a 1000 per sent efficancie at alltimes and and at all wark

THE MATER THATT IS chiefley incontenion is a violation of gern order, no, 27. as sam broon has ben held out of searvis 15 dayes with out a just couse and refuasing to wark for the RR, co free of charg and becouse he would not spend an hour's wark for the co with compacion, and chiefley becouse he orded him to so do , will ask shall we as fire man be forsed to wark for a RR co, with out pay? can it be poserable that we will hafter do such things to hold a job? sam broon, was held out of searfice on th 4 sept. 14 of oct, 1919 will ask that you will pleasclook in to this,mater,

and pleas be kind enough to fourward a copy of your official rooling to alex jones no, 109 est marion, st FLORENCE. S.C.

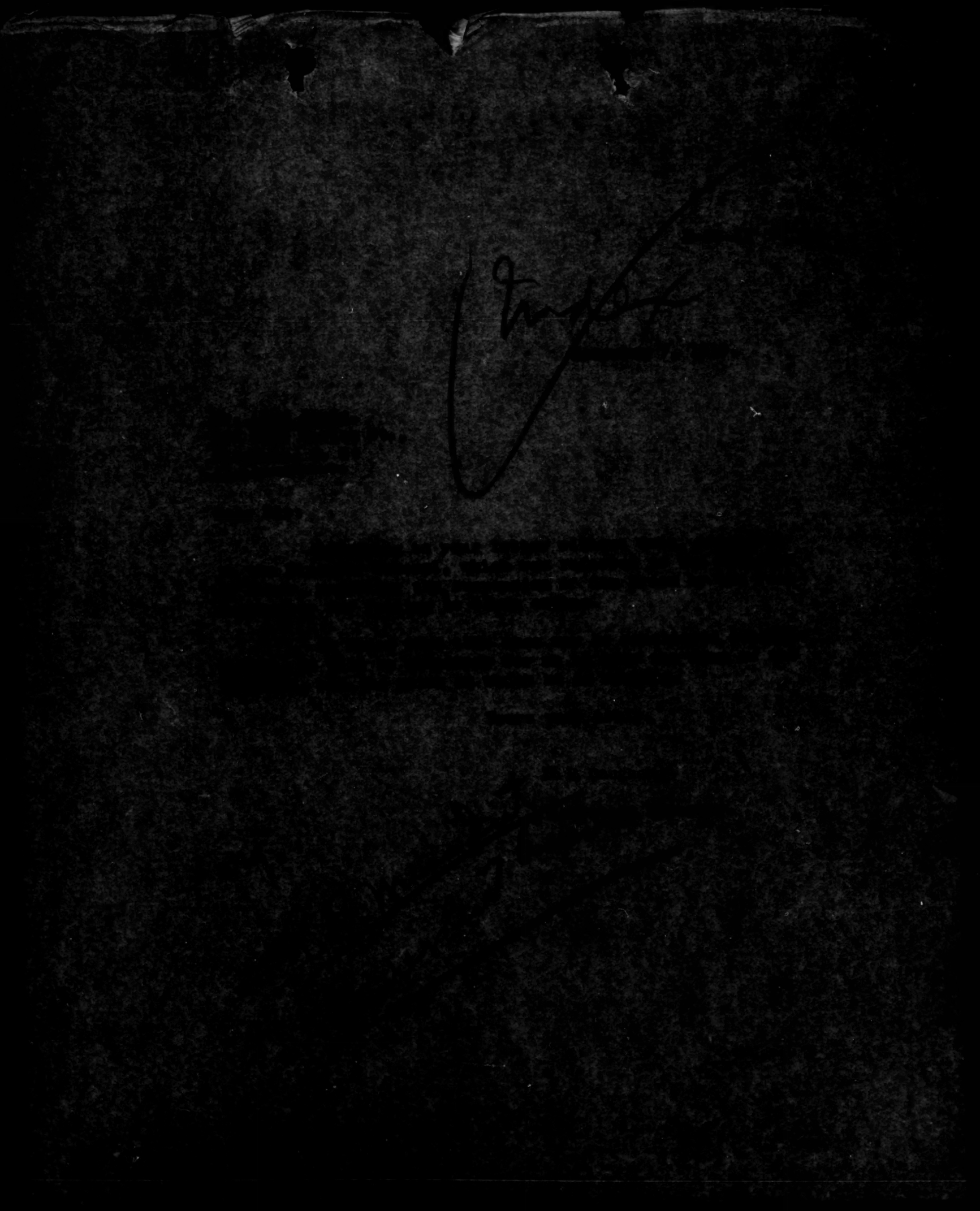
Mr Daugherty

DIVISION OF LABOR.

OFFICE DIRECTOR GENERAL OF RAILROADS

OCT 21 1919

OCT 21 1919



UNIT[redacted]RATION

FILE NO. F 38-11 A

G. W. TILLMAN

SOUTHERN RAILROAD

SUBJECT: APPLICATION OF SUPP. 12 TO BRAKEMAN ON THE SOUTHERN R.R. (COLORED)

Volume No. .....

From .....

To .....

DIRECTOR GENERAIL

~~OFFICE OF COMPTROLLER~~

GOVERNMENT PRINTING OFFICE

96574

WESTERN UNION TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

1919 MAY 31 PM 1 33

OFFICE OF DIRECTOR GENERAL OF RAILROADS

E39AN 42 9 EXTRA

COLUMBIA SC 24P 3

WALKER D HINES 2137

DIRECTOR GENERAL OF RR WASHINGTON DC

DEAR SIR OFFICIAL STATEMENT ASHEVILLE DIVISION SOUTHERN RAILROAD LINES IS THAT YOU FAILED TO ORDER SCALE OF WAGES FOR MEN IN MY BRANCH OF SERVICE INTO EFFECT PLEASE WIRE INSTRUCTIONS YOURS RESPECTFULLY

JUN 7 1919

G W TILLMAN PASSENGER TRAIN BREAKMAN NUMBER 6 BLACK STREET ASHEVILLE NC

DIVISION OF LABOR

E-38/25
Index 8 & 7

June 2, 1919.

File

FILE COPY

Mr. G. W. Tillman,
6 Elmer Street,
Asheville, N. C.

Dear Sir:

Your telegram of May 31, addressed to the Director General, in which you state that you have been advised through official statement, Asheville Division, Southern Railroad Lines, that the Central Administration has raised the wage scale of wages for men in your branch of service into effect.

I do not know exactly what your branch of service is, but note you sign yourself "Brakeman", and I am attaching hereto a copy of Supplement No. 16 to General Order No. 27, together with a copy of Supplement No. 12 to General Order No. 27.

If there is any injustice in, or misapplication of these wage orders, I would suggest that the matter be taken up with your superior officer. If you cannot secure an adjustment, I would suggest that the case be turned over to your organization to handle, through the submission of a joint statement of fact, in line with Supplement No. 6 to General Order No. 27, copy attached. On receipt of such statement in this office the matter will have further attention.

Yours truly,

Form G-77.

J. A. Franklin

Enc.
7-MBB

97394

Glen Rock Sta.
Asheville N.C.
3-19-19

DIVISION OF LABOR.

DIRECTOR GENERAL OF RAILROADS

Director Gen. of Railroads.
Washington. D.C.

E-3-25

JUN 5 1919

JUN 5 1919

Dear Sir:-
I will say that I have rec'd no ans. from telegram sent you the 31st ult.
Please notify me why all members on passenger crews, negro brakeman, excepted would recive increase pay and said brakeman rated by old scale $2.18 per day. Shall I hear from you by return mail?

Yours Truly Geo. Gillman

97394

June 5, 1919.

Dear Sir:

This will acknowledge receipt of your letter of June 3rd, regarding wages of colored brakemen.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for prompt attention.

Sincerely yours,

(Signed) M. B. C.

Mr. G. W. Hillman,
Glen Rio Station,
Asheville, N. C.

Y*L

June 11, 1919

~~C 38 26~~

Mr. G. W. Tillman,
Glen Rock Station,
Asheville, N.C.

Dear Sir:

This will acknowledge the receipt of your letter of June 3, with reference to your telegram of May 31.

Under date of June 2 we wrote you as per attached copy to the address you gave in your telegram and if it was not forwarded regret it very much, but we did give your telegram attention.

Very truly yours,

J. A. Franklin

7-mrs

FILE

COPY

2—3075

Form G-77.

Form G-19

FILE NO.

UNITE STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

E-38-11

SUBJECT:

June 16, 1919.

MEMORANDUM for Mr. W. S. Carter:

Herewith is a letter from G.W.Tillman, Glen Rock Station, Asheville, N.C., regarding an increase in wages given negro train porters and the designation given these men by the Board. Will you please see that this communication receives prompt and careful attention.

M.B.C.

DIVISION OF LABOR.
JUN 19 1919

fcl-hl

Glen Rock Sta.,
Asheville, N.C.
June 9th 1918

OFFICE OF DIRECTOR GENERAL OF RAILROADS
JUN 12 1918

Dear Sir:-
I acknowledge yours of the 3rd inst. will you kindly give me an immediate as well as a direct answer to the following question? viz:-

Q.— What increase wages have your Bd allowed negro train Porters on passenger trains?

Q:— Does your Bd style porters on passenger trains as passenger train brakeman?

Q.— Why, local officials here deny the fact that you notified them of men in such branch of service?

Mr. Clagett, pardon me to say that your correspondence with me during the past 8 mos. has been nothing more than reference amongst yourself and have not handed down one direct ans. to men in my branch of service

your letters on file as proof of statement.
If our interest is not protected by your
Bill owing for stigma of Color. say so.
Your unsupported promises from time to time
had kept men in my branch in service since
Jan. 1st, 1918 and you have only raised our
salary from $1.56 per day to $2.18 per day.
I'm satisfied that this appeals to you a disgrace
in the face of a civilized world.
Shall I hear from you by return
mail.

G. H. Tillman

Mr. Brice Clagett
Asst Director Gen
Washington, D.C.

June 19, 1919.

File ~~E-38-11~~

FILE

Mr. G. W. Tillman,
Glen Rock Station,
Asheville, N.C.

Dear Sir:

This will acknowledge receipt of your letter of June 9th, in which you inquire as to what increase has been allowed negro train porters on passenger trains.

An increase was granted to negro train porters when they were performing brakeman service, as you will see by copy of Supplement 13, attached. If any injustices in or misapplications of the wage orders arise, I would suggest that you try to adjust the matter personally with your superior officer of the railroad, and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employes. Should you not belong to an employes' organization, then I would suggest that a joint statement of fact be prepared, in accordance with Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. On receipt of such statement in this office the matter will have prompt attention.

COPY

Yours truly,

Form G-77.

2—3675

J. A. Franklin

Enc.
E-RMB

Form G-19

FILE NO.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SUBJECT:

June 19, 1919.

MEMORANDUM For Mr. W. S. Carter.

I-38-1-a

N.C. Herewith is a letter from G. W. Tillman, Glen Rock Station, Asheville, in further reference to the rate of pay for passenger train porters. He has been advised of this reference.

DIVISION OF LABOR.

M. B. C. ✓

JUN 20 1919

fcl

OFFICE OF
DIRECTOR GENERAL
OF RAILROADS
JUN 16 1919

Western Ry Sta.
Danville, N.C.
June 13th 19.

Mr. Brice Clagett,
Asst Director General of R.Rds.
Washington, D.C.

Dear Sir:-
I acknowledge your letter thro' Mr. Franklin, and in my opinion the scale of wages seems fair and quare to all employees in the various branches of R.R. service. Yet Supt. F.S. Boyd sets aside the whole thing and states that it only applies to porters or brakemen on trains where flagmen are not employed. He supports his interpretation upon a note he has of Disb. Supt. Mr. Keister.

Mr. Clagett I am satisfied that your ability to compare conditions is to strong to ever issue any clause that would destroy the truth after which you may aim.
In my opinion they dont want the negro to get equal pay with the flagman.
If the supts statement is true. why your Bd dont know the members that make up a pass. train crew.
Please ans this question and if he fails to put the new scale into effect at once why I'll call at your office upon reciept of your letter.

Q:- Do your wage scale apply to colored porters or brakemen on all passenger trains where flagmen are employed?

Mr. Cogitt, I want to compliment Mr. D. J. Hayden, V.M. for his most kind and intelligent manner of interpreting your wage scale. He seems to be absolutely fair and square in his official circle.

I remain Yours Truly

G. W. Gillman.

June 24, 1919.
E-38-11

FILE

Mr. G. W. Tillman,
Glen Rock Station,
Asheville, N. C.

Dear Sir:

This will acknowledge receipt of your letter of June 13th, with further reference to the failure of the railroad to comply with Supplement No. 12 to General Order No. 27.

Please advise me what road you are working on.

Yours truly,

J. A. Franklin

COPY

7-FD

Form G-77.

J. C. Blair Co., Mfg. Stationers, Huntingdon, Pa.

OFFICE OF
DIRECTOR GENERAL
OF RAILROADS

JUN 16 1919

Glen Rock Sta.,
Asheville, N.C.
June 14th 1919.

Mr. Brice Clagett,
Asst. Director General of Railroads,
Washington, D.C.

Dear Sir:-

I will say, auxiliary to my letter already at your, that it remains a mystery to me that any local official or officials would fail to extend the wage increase to the passenger train porters without your instructions. Away with the idea of the increase wage scale applying to branch roads only. Why, there is not a single branch road on the Asheville Division and but two branches on the middle district and I have never known colored men to work on these branches.

A careful review of your instructions which I have on file, reads as fair as could be put before the people of Country

J. C. Blair Co., Mfg. Stationers, Huntingdon, Pa.

I must be convinced that your bid is unfair in meaning, other than by local officials.

Therefore your failure to bring in force increase wage scale for men in my branch of service at once will be regarded as sufficient cause for me to call at your office at once.

All other employees have received their increase pay, saving the passenger trainers who has relied upon official promises and have worked for $2.18 per day since Jan. 1st. 1916.

Can't you see our necessity? I shall not defer the time any longer than I can hear from you.

I need my money as all other men do.

I await your reply.

Respectfully Yours

G. W. Tillman

Glen Rock Sta.
Asheville N.C.
June 17th 1919.

DIVISION OF LABOR.

E 38 11-a

Mr. J. A. Franklin.
Washington, D.C.

JUN 26 1919

Dear Sir:-

I will say in reply to yours under date of the 11th inst. as well as all other correspondence has been recd. I have all your instructions on file, but I'm without the knowledge why the Central administration has not put the increase scale of wages in force for men in my branch of the service. They are contending that the new scale does not apply to porters or passenger train brakeman, who run on trains where flagmen are employed and that passenger train porters are not required to carry standard watches. Mr. Franklin there is nothing in Your Commission's instructions that cast any such shadow. since you know that the increase wage scale has been in force for 1 mo. 15 da.

among all men in service, except the colored porter or brakeman on passenger trains, then its up to your Commission to defend your decision by ordering your decision into execution at once. Your Commission in my opinion has knowledge of this failure. We cant live on $2.18 per day. a further delay in this matter will cause federal investigation.

It is both wicked and unfair to abuse men like you allow men in my branch to be abused. Please straighten the matter at once. We will not accept of any frame up because we have waited patiently and obediently on you. Let me know by return mail what steps you are taking to put this scale in effect.

Yours Truly

Geo. Gillman

E 3871 New Rock Bro.

Asheville, N.C.
6-21-1919.

DIVISION OF LABOR.

JUN 23 1919

Mr. W. S. Carter.
Director of Labor.
Washington, D.C.

Dear Sir:-

I will say that your correspondence seems nothing more than reference from one to another. We have your decision and circulars, but you have not ordered the wage scale in force for negro porters or brakemen on passenger trains. Every other branch of the service has been benefited by you. You have worked us on promises and $2.18 per day since you have had the roads. Now the local officials act as if your board was nothing more than a political machine. Evidence of this fact is that local officials try to wrongfully interpret the meaning of the wage scale, saying the new scales applies to negro porters on branch roads and on trains where flagmen are not used.

Decidly — The negro porters not required

to carry standard watches, and lastly the same supts. had up a bulletine authorizing porters to turn in their train keys, and cease to handle switches etc.

Cant you see in this matter, & only trying after the fact that we do the same work as the flagman. Why your Commission dont order into effect ~~all~~ the scale of wages for all men.? Let me hear from you at once.

Very Respectfully Yours,

G. W. Pillerman.

Pass. Train Porter.

Form G-19

UNITE STATES RAILROAD ADMINISTRATIO

DIRECTOR GENERAL OF RAILROADS

FILE NO.

E 38-110

SUBJECT:

June 24, 1919.

3 letters

MEMORANDUM for Mr. W. S. Carter:

Herewith is another letter from G W. Tillman, Glen Rock, Asheville, N.C., who has recently written several letters regarding the question of increased pay for negro porters and brakemen of passenger train crews.

This letter has not been acknowledged.

M.B.C.

DIVISION OF LABOR.

fcl-hl

JUN 25 1919

DIRECTOR GENERAL
OF RAILROADS

Glen Rock Sta.
Asheville N.C.
6 — 21 — 1919.

JUN 23 1919

Mr. Brice Clagett.
Asst Director Gen. R.R.s.
Washington D.C.

Dear Sir:-
Yours recd. note your reference to Mr. H. S. Carter, each member of your commission gives notice of reference one to the other without answering a single question. Every member of the passenger train crews are receiving the increase pay but the negro porter or brakeman. What authority has any official to modify the U.S. Federal wage scale? Sure than your Commission is not subject to polical dictation.
Some officials say one thing and some another. We now ask you to support your decision pay us the salary laid down for us by the U.S. Government.
We are powerless and for the stigma of our color we are excepted.

Yours Truly Geo. Gillespie

June 26, 1919.

File E-38-11

Southern Ry.

FILE

Mr. G. W. Tillman,
Glen Rock Station,
Asheville, N. C.

Dear Sir:

This will acknowledge receipt of your letter of the 21st instant to Mr. Brice Clagett, and referred to this Division for reply.

Under date of June 19th, I took up with you the question of application of Supplement 12, and will advise that there are certain roads that have been dilatory in applying this Supplement. Their reluctance to apply the Supplement as issued is now being investigated and just as soon as I have anything definite to say to you with regard to this I will advise you. Please be patient a little longer until the matter is in shape for handling.

Yours truly,

J. A. Franklin

7-ac

COPY

Form G-77.

E 38011-a

Glen Rock Sta.,
Asheville, N.C.
June 24-1919

Mr. J. A. Franklin,
Washington, D.C.

DIVISION OF LABOR.

JUN 24 1919

3 letters

Dear sir:-
I will say that your letter date of the 19th inst rec'd. Under your language foreign and that you have misrepresented the subject under consideration. The language of your letter under the above named date read absolutely indifferent to any of your previous writings. Your dependent clause "When you were required to perform brakeman service, you rec'd an increase of pay." now Mr. Franklin if such an increase was granted us, We certainly have not rec'd it. You raised my wages from $1.66 per day to $2.18 per day. How about the ballance due us for the year 1918, that our salary may equal the flagman's salary? How about back time for 1919 up to date to bring our pay equal to flagmen's pays?

Your motto for the period that the U.S. Government control the R.R.s. was that - "Equal wages paid where equal responsibility was involved without discrimination." now then if your Commission has ordered that Porters shall not carry any kind of train keys and shall be exempted from engaging in any manner of train service why then settle with that class of men and explain if you did not change manner of service performed, that he should not contend for equal rights with white employees. I have been in the service nearly Twenty-nine (29 yrs) years and have always switched cars and performed all manner of train service. Had you been frank with men in my branch of service and told them that negroes would not get increase pay it would have settled the matter at once. This has ever been a negro job, but still he is rushed to the front at all times and no pay nor credit given him.

Doubtless I might suggest many ideas to certain pay of white employees but for the stigma of color it would go unheard. Your correspondence with me has been nothing more than notifying me of your reference from one of your constituents to another. You record your final decision on me and continued to ~~refer~~ refer my correspondence among yourselves, and instructing us what steps to take. You know that there is no power invested in your petitioners. Your commission only has the power to enforce your decisions. I have on file every word of your commission's correspondence. I have acted in accordance with all your requests, bought Bonds, contributed to red cross etc and remained at my post at your request thereby losing quite $1800 by doing so. Thus you have my entire view of the matter.

Yours Respt.

G. W. Tillman

JOHN K. SHIELDS, TENN., CHAIRMAN.
CARROLL S. PAGE, VT. JOSEPH I. FRANCE, MD.
DAVID I. WALSH, MASS. GEORGE P. MC LEAN, CONN.
HARRY S. HALL, CLERK.

United States Senate,

COMMITTEE ON
TRANSPORTATION AND SALE OF MEAT PRODUCTS.

M-129

June 26, 1919.

Hon.W. S. Carter,
Director, U.S.Railroad Administration,
Washington, D.C.

My dear Mr.Carter:-

This will introduce to you Mr.J.Arthur Atchley of Knoxville, Tennessee - my state.

He desires a personal interview with you.

I shall be pleased for any courtesy or consideration shown Mr.Atchley.

Yours very truly,

Jno K. Shields

H-JL

Form G-19

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

FILE NO. E 38 11a

June 26, 1919.

SUBJECT:

MEMORANDUM For Mr. W. S. Carter, Director, Division of Labor.

Attached is a further letter from G. W. Tillman, with whom I believe you have also been in correspondence, relative to the rate of pay of porters performing brakemen's duties. This letter has not been acknowledged.

DIVISION OF LABOR.

M. B. C. ✓

JUN 28 '19

fcl

Glen Rock Sta.
Asheville, N.C.
June 24th 1919.

Mr. Brice Clagett,
Asst. Director General R.Rs.
Washington, D.C.

Dear Sir:-
In acknowledging yours under date of the 19th. inst.
I will say that I deem your language foreign and that you have misrepresented the issue at hand. You kept me well posted on references, your personal work among the constituents of your Commision, but you have never give a direct ans. to any question. Your correspondence an evidence. Local officials would not interfere with the decision of the United States Commision without authority.
My time spent in service (29 yrs.) prompts me to know quite a little about R.R. work. We complied with every request you made all for naught. Think of working able bodied men at a salary of $2.18 per day in the face of the high

cost of living during past 18 mo.
Had you notified negroes 18 mos ago that that would not see any increase pay that would have met the full approval of both white and colored people.
Now I'm told that in order not to pay porters the salary promised. Supts are notifying porters to turn in their keys which will enable them not to pay equal wages as such porters will be excepted from train work. You see the intent?

Yours Respt.

G. W. Tillman

P.S.: Train Master has ordered all porters to stop doing general train work but wants them to handle baggage and express. Does this order meet your approval?

Glen Rock N.C.
Asheville, N.C.

June 27 - 19

Mr. J. H. Franklin, G 8 11 a

Labor Department U.S. R.R. Lines,
Washington, D.C.

Dear Sir:

In reply to your rec'd to-day, will say that I am employed by the Sou. Rwy. Co. between Asheville, N.C. & Columbia S.C. not one rule of the U.S. R.R. admin'n in relation to colored porters or brakeman has been put into effect. no official seems to know one thing about the interest of colored passenger train porters or brakeman. The Officials of Columbia Div. as well as the officials of the Spartanburg Division Sou. R.R. Lines, have instructed negro porters or brakeman in passenger train service to cease to handle switches or to use signals or to assist in train service other than to handle baggage and express. Express has never been handled by porters before. Please advise us them at once.

Yours very Resp't. G. W. Freeman

DIVISION OF LABOR.

Glen Rock Sta.,
Asheville, N.C.
July 18, 1919.

E 38 11 a

DIVISION OF LABOR.

Mr. J. A. Franklin.
Labor Department.
Washington. D.C.

Dear sir:-
I will say that yours under date of the 26th, ult. rec'd. note your contents. You can readily see that men in my branch of service have exercised sufficient patients, white men have rec'd their increase salary, while your Commission has allowed officials of certain R.R. Lines to hold up the decision of the United States R.R. Commission. We attribute cause of such hold up to stigma of color as you will find no white man employed in this branch of service.
Some local officials have demanded train keys and instructed porters not do train work any longer, now you know that such officials would'nt do this unless such an act met the approval of your Commission.

Dont mention the removal of men in my branch of service, a refusal to carry into effect your decision, will result in a voluntary removal and a legal investigation to follow.

Ex-district Atty. of the U. S. Court has reviewed your correspondence and decission, and is fully satisfied with the same, Will handle case at once upon request of the petitioners.

The total travel on trains Nos. 10 & 27. Asheville and Columbia show that 37 % of the total travel ending June 30th, 1919 has been colored people. Their is but one colored man on each passenger train where is the kick? If a white man should take our place why he will demand a high salary also.

Let me hear from you at once

Your Respy.

G. W. Gilleman

FILE

July 9, 1919
E-38-11-A

Mr. G.W. Tillman,
Glen Rock Sta.,
Asheville, N. Car.

Dear Sir:

Your letter of July 1st, with reference to the application of Supplement 12 to your position as brakeman, is hereby acknowledged.

As I advised you on June 26th, the matter is being actively handled with the railroad officials, and nothing can be done until this is completed. Anything that I should say to you know would be merely a prophecy, and as a prophecy is not what you want at present, I would suggest that you allow the matter to rest for a few days.

Yours truly,

J. A. Franklin

7-bcc

COPY

Form G-77.

2--8078

Glen Rock Sta.,
Asheville N.C.
July 15th 1919.

DIVISION OF LABOR

Mr. J. H. Franklin,
Fed. R.R. Bd.
Washington D.C.

E-38111-a

JUL 17 1919

Dear sir:-

Acknowledge yours under date of the 9th inst. In reply to same, will say that the declaration of the director general of 1918, reads thus:- "That non union men shall be treated with the same courtesy and shall receive the same compensation as do Union men." and "that equal wages shall be paid where equal responsibility is involved without decrimination"

Mr. Franklin your legal talent is too strong to accede to local R.R. officials modifications relative to wages paid men in my branch of service.

When war seemed inevitable and when victory was hung upon the ballaces of our man power. Then every declaration of your board was final and without reference to your local officials. Then your commission advised local R.R. officials as well as employees, you made financial settlements

with every branch of service - saving the negro porters, while the negro porters stood firm at their post, showing their patriotism and at same time have recieved prompt settlements upon the face of new papers, and lastly by being advised that your commission had turned its decision over in the hands of local R.R. officials. I am satisfied that you will admit that your Commission should be complimented for the methods employed to support procrastination. Men in my branch of service are helpless, but all of the men in this branch of service are not aggrivated with delirium tremens. I have never personally expected a cent of increase since you began to inform me of reference of my correspondence among the constituents of your Commission. Now Mr. Franklin I shall be in Washington at an early date when I hope to review your correspondence before you. Shall I hear from you at an early date?

Yours Truly

G. H. Tillman

July 22, 1919.

E-38-11-A

FILE

Mr. G. W. Tillman,
Glen Rock,
Asheville, N. C.

Dear Sir:

This will acknowledge receipt of your letter of July 15th, with further reference to the application of Supplement No. 12.

I wish you would give me the name of each employ who is doing work which would be covered by Supplement No. 12, together information as to the run he has been assigned to, who has instructed him to do this work and period during which such service service has been rendered. Let me have this in each case and I will handle with the Federal Manager, as I believe that instructions have been issued which will straighten this out.

However, it might be possible to arrive at a quicker settlement if you would once again request an adjustment of your wages for it may be that the superintendents you worked under have received definite instructions and can take care of you without referring the matter to the Federal Manager.

Yours truly,

J. A. Franklin

Z-ac

COPY

Form G-77

2—8675

Glen Rock Sta.,
Charlotte N.C.
July 24th 1919.

E 78-11 a
2 letters

DIVISION OF LABOR

Mr. C. A. Franklin,
Labor Deptmt. F. R. Admin,
Washington D.C.

Dear sir:-
I will say that a more condensed ans. to yours under date of the 22nd inst. is given below.
I hired to R.R. Co. Jan. 1890. and was thoroughly examined on rules pertaining to the safe opperation of both freight and passenger trains, (See F.S. Gannon's rules), In 1899 I was examined on superseding rules composed by Gannon. and upon each examination I was questioned closely and was

furnished all necessary keys, viz:- Coach, seat, Gas and switch keys, and have always done general train work as a brakeman. in fact I have served quite 15 yrs. in freight train service and finally was place on passenger train without my request. Under your Commission, what is the departmental service by which we may be hereafter classed? Supplement No. 12. has been the most important of all articles since the building of the R.Rds until June the 15th 1919 when when officials advised us 'not to do train work any longer and you ask me who advised us to exercise Supplement No. 12. supplement No. 12. has been an official request during the past half of Century. How did they discover that

Supplement No 12. did not apply to men in my branch of service?

Ans. Equal wages paid where Equal responsibility was involved without discrimination.

See supplement No. 12 Article VI. verse VI.

Mr. Franklin Cant you see cause of such a prodject? Comply with your supplements already issued and we will ask for change in service. We are asking for money now. Plenty work at $4.00 per day. able men can hire anywhere. The ugly part in this matter is those who have always goten high wages are in the poorest

circumstances, An engineer last year enroute to John Hopkins Hospital had to get $3 per capita from each of brother engineers after running an engine 44 yrs. while a negro porter was go to pay taxes $30.00 worth of real estate. I have full faith in God while I have but little in man. Most men in youth follow the literary courses in college but neglect the Bible. Glad to say that I have contributed more than half of my life-time earnings to righteous causes and dont feel that I have lost anything. To day I hold the personal recommendation of two Congressmen two U.S. Senators two which are now at the capitol. Let me hear from you. Yours Truly

G.W. Tillman

Negro employees Asheville & Spty. Div.
Asheville to Columbia. 164 miles

{Passenger Train Service}
Covered by supplement No 12.

Richard Bell, 38 yrs.
Abe Thompson " 42 "
G. W. Tillman " 23 "
Will Boyd " 6 "
Fred House " 11 "
Sidney Holtzclaw " 15 "

DIVISION OF LABOR
NOV 28 1919

The under lined hired as fgltr. brakeman and placed on pass. trains by the various train master.

Note: trains 3, 4, Summer Service has Lester Powell, Porter 16 "
Name on opposite run unknown.

Glen Rock Sta
Asheville, N.C.
July 25th 1919.

E 38-11-a

Mr. J. A. Franklin,
Washington, D.C.

Dear Sir:

In reply to your under date of the 22 inst. will say that I hired to the S. A. L. Ruy. Co. Jan. 1890. and to the Sou Ruy Co. in 1897. In both actions I was requested to take the same form of examination as all other employees without respect to color. Since the above date of hire I have fully complied with supplement No. 12. I was examined every two years on the general questions by which R. Rds are opperated. R. R. Officials conducted such examinations. June 15th 1919. T. M. Bishop. T. M. Spartanburg Div. advised me to handle no more switches on his Div. he has 94 miles. Ashe. Div has 70 miles on same line. I carry out Supplement No. 12 on Ashe. Div.

Thus you have the facts and can see the that effort being made is only to change manner of service of men in my branch

(over)

July 30,1919
E-38-11-A

FILE

Mr.G.W.Tillman,
Glen Rock Station,
Asheville, N.C.

Dear Sir:

This will acknowledge your letter July 27th, replying to mine of the 22nd, in regard to the application of Supplement No. 12. This matter has been taken up, and Regional Directors have been instructed that wherever train porters are required to perform any of the duties specified in Supplement No. 12, they are to be paid in accordance therewith.

In view of these instructions, I believe your case will be satisfactorily adjusted.

Yours truly,

J.A. FRANKLIN

COPY

5-LFB

Form G-77

2—6675

DIVISION OF LABOR.

Glen Rock Sta.
Asheville, N.C.
Aug. 2, 19.

E 38 M Q

Mr. J. H. Franklin
Washington, D.C.

Dear Sir:-

AUG 4 1919

I am acknowledging yours of the 30th ult.
On June 15th 1919, R.R. officials instructed train porters to cease to exercise Supplement No. 12, and involved such duty upon Baggage masters. Thus relieving porters of the burden which they had borne since the R.R. were built.
Now, I will ask you if you are going to pay porter equal wages from Jan 1st 1918 until June 15th, 1919.

I'm sure that the Regional Director will advise you that Supplement No. 12 does cover porters jobs. We admit that as a fact since June 12th, 1919.

Please explain this by return mail.

Yours Very Respectfully,

G. W. Tillman

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

1919 AUG 4 PM 7 09

E-38-11-a

A325AN 3 BLUE

FY KNOXVILLE TENN 455P 4

J A FRANKLIN 2925

DIVN OF LABOR INTERSTATE COMMERCE BLDDG WASHINGTON DC

NOT HAVING HEARD FROM YOU SINCE MY VISIT TO YOUR OFFICE WOULD LIKE TO KNOW THE STATUS OF AFFAIRS RELATIVE TO THE CLAIM FOR BACK PAY OF NEGRO RAILROAD EMPLOYES CLASSIFIED AS PORTERS ON PASSENGER TRAIN FOR SOUTHERN ROILROAD

J A ATCHELEY.

DIVISION OF LABOR

AUG 5 1919

Form G-7

TELEGRAM

E-38-11-A

2—4406

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

Sent from Washington, D. C., August 5, 1919., 1918

Mr J A Atchsley
Henrville Tenn

Your wire August 4th in regard to back pay for negro railroad employees classified as porters on Passenger Trains for the Southern Pacific Railroad Stop This matter is now in the hands of the Regional Director and I suggest that you take up with Regional Director in your territory.

J A Franklin

WU-16986-6

5-mj

G W Zellman

E 38 11-A

Glen Rock Sta.
Asheville N.C.
Aug 4, 1919.

DIVISION OF LABOR.

AUG 5 1919

Mr. J. A. Franklin
Washington, D.C.

Dear sir:-

I will ask you to be aware of the fact that the many superintendents of the Soc. Ry lines ordered train porters to not to exercise Supt No. 12, after June 15 - 1919. While the A.C.L. and S.A.L. R.R. lines give no such instructions to porters.

Sau. Supt's involved the responsibility of Supt No. 12 on Baggagemasters, for no other purpose than modify the manner of service that porters

might not get equal pay as flagman.
Every passenger run on Asheville Div. Sou. R.R.
Lines have been covered by supt. No. 12 since
the road has been built.
Please explain this fact to the Regional Director.

Yours Very Respty

G. W. Tillman

Glen Rock Sta.
Asheville N.C.
Aug. 12th, 1919.

Franklin

Mr. J. H. Franklin
Washington D.C.

DIVISION OF LABOR.

E 38-11 G

Dear sir:-

I will ask you the following questions, viz:-

(a.) What clause of your commission decision authorized the negro porters to receive fifty-nine (59¢), cent increase wages for the year 1918?

AUG 13 1919

(b.) Why did you execute your decision among all class men in the R.R. service except the negro porters?

(c.) Why didn't your commission have proper settlement with the negro porters before said commission instructed Regional Directors to cease to apply supplement No. 12 to negro porters job?

(d.) Following question (c.) please explain effect your instructions would have on negro porters job, should you request Regional Directors to pay equal where supplement No. 12. covers porters job?

(e.) Mr. Franklin wouldn't you regard the act of negro porters taking in question local officials concerning their wages unnecessary?

(f.) Why didn't you notify the porters at an early date that you was not interested in their welfare? The nature of our petition was plain and simple. Let me hear from you at an early date. Very ~~Respty~~ Yours. G. W. Villeman

Glen Rock Sta.
Asheville, N.C.
Aug. 14th 1919.

DIVISION OF LABOR

E 38 11 a

Mr. J. A. Franklin,
Washington, D.C.

AUG 16 1919

Dear sir:-
I wish to call your attention to the fact, that Your Commission handed down its usagi decission Jan. 17th 1919, supplement No. 12 attached this decission being retroactive June 1st 1918. You failed to order same decission executed for men in my branch of service (Pass. train Porter). Your correspondence for several months thereafter

consisted of nothing more than informing your petitioners of reference among the constituents of your commission, later on you told me that the matter was again being considered by your commission, while under certain date you refered me to local officials for information, as well as ask me several questions pertaining to official business. Lastly you tell me that you had received instructions ~~upon~~ on Regional Director to apply supplement No. 12 and to adjust wages ~~act~~ accordingly. You served such instructions after you had notified officials to change responsibility of Sup. No. 12 from prior to

Baggagemaster. Still I'm requested by conductors to handle retainers, hand brake, air signals, and pack hot boxes and do general repair work. You see the trick you worked.

Let me hear from you at once.

Very Respy Yours

G. H. Tillman

P.S.:- Manner of Service I am now performing -
— Viz:-

(a.) Handle Passengers, Baggage, clean coaches,
(b.) Brass care and do general train repair work.
(C) Give signals, watch semaphore boards
and at times are request to work Express.
(d.) Handle retainers and hand brake when necessary.
(e.) Sometimes I am ask to change switches.

G. W. T.

Aug. 20, 1919. B-33-11-A

Form G-76.

2—8674

Mr. G. W. Tillman,
Glen Rock Station,
Ashville, N. C.

Dear Sir:

I wish to acknowledge receipt of your letter of August fourteenth, 1919, addressed to Mr. J. A. Franklin, assistant director, referring to the application of Supplement No. 12 to General Order No. 27, thepassenger train porters.

This matter is now in the hands of the regional directors, who have been instructed that wherever train porters are required to perform any of the duties specified in Supplement No. 12, they are to be paid in accordance therewith; and, if as claimed, you are performing these duties, I would suggest that the matter be taken up with the regional director in your territory for adjustment.

Failing in this, have a joint submission prepared by your superior officer of the railroad giving a joint statement of facts and setting forth the contention of both parties, and send same to this Division for consideration by the proper tribunal, in accordance with Supplement No. 6 to General Order No. 27, copy attached.

Yours truly,

H. P. Daugherty

Assistant Director.

11-RB
encl.

ARCHIVES

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	101
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

DIV

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

1919 AUG 20 PM 4 00

E-38-11-a

B30P206 1EXTRA CNT DOTS 208 WORDS SUBJECT TO CORN

KNOXVILLE TENN 1234P 20

HON J A FRANKLIN 2076

AUG 20 1919

DIVISION OF LABOR INTERSTATE COMMERCE BLDG WASHINGTON DC

ON JUNE 26TH 1919 I WAS IN TO SEE YOU WITH REFERENCE TO THE CLAIM FOR BACK WAGES FOR THE SOUTHERN RAILWAY EMPLOYEES KNOWN AS TRAIN PORTERS BUT WHO HAVE BEEN CLASSIFIED AS PASSENGER BRAKEMAN OR FLAGMEN THIS ORDER HAVING BEEN MADE DEC 2ND 1918 AND RETROACTIVE TO JUNE 1ST 1918 AND IS KNOWN AS SUPPLEMENT NO 12 TO GENERAL ORDER NO 27 THESE MEN ARE HARD PRESSED AND IN NEED OF ALL THAT IS COMING TO THEM YOU PROMISED ME WHEN I WAS THERE THAT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	104
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

1919 AUG 20 PM 4 01

B30P SHEET 2/105

SOMETHING WOULD BE DONE TO MAKE E H COPELAND CARRY OUT THIS SUPPLEMENT NO 12 BUT AS YET NOTHING HAS BEEN DONE AND MR COPELAND AM INFORMED HAS MADE THE STATMENT THAT HE DOES NOT INTEND TO PAY THESE NEGROES ANY BACK PAY THESE MEN ARE MAKING $70.00 PER MONTH WHEN THEY ARE ENTITLED TO BRAKEMAN OR FLAGMEN PAY WHICH WOULD BE ABOUT $150.00 WONT YOU KINDLY GIVE THIS MATTER SOME ATTENTION AND THEREBY HELP THESE UNFORTUNATE NEGROES GET WHAT IS JUSTLY DUE THEM PLEASE LET ME HEAR FROM YOU REPECTIVELY

J ARTHUR ATCHLEY ATTY.

Re-Porter Pay

Glen Rock Sta.
Asheville, N.C.
Aug. 22 1919.

DIVISION OF LABOR

Mr. A.P. Daugherty,
Asst. Director.
Washington, D.C.

E-38-11-a

AUG 27 1919

Dear sir:-
In reply to yours under date of the 20th inst. will say that you are aware of the fact that your commission has worked men in my branch of service since government control of the R.R's., for $2.18

per day, while at the same time your Commission handed down more than one decision authorizing and increase of pay for porters, none of which has ever been executed. Upon such a failure to execute the increase scale of wages authorized by your Commission, you now call my attention to the authority invested in the Regional Director relative to application of Supplement No. 12, when you are aware of the fact that you have authorized the local officials to require Baggagemasters to change switches while the negro porter are required by Conductors to do all other train work for which the negro gets no credit nor pay for doing.

while I would fully describe manner of work I perform and make affidavit to same, The R. R. Bulletin would be a basis you would rely upon to refrain from paying equal wages. What about the money due porters previous to non application of Supplement No. 12? No, I shall not question any R. R. official about application of Supplt. No. 12, because their actions are your instructions. Your commission has failed to carry one of its promises with the negro porters. Let me have your final views of this matter by return mail.

Yours truly G. W. Tillman

E-38-11-A

September 9,1919

Mr. G. W. Tillman,
Glen Rock Station,
Asheville,N.C.

Dear Sir:

Referring to your letter of August 22nd last replying to mine of the 20th ulto., referring to the application of Supplement No.12 to General Order 27 to passenger train porters on the Southern Railroad:

It is my understanding that your letter is now a request for back pay which you feel is due the colored train porters for the period that is alleged they performed the duties of brakemen. If this is correct I would suggest that the matter be taken up by the train porters with their superior officer of the railroad and endeavor to effect a settlement and failing in this have a joint submission prepared giving joint statement of facts and setting forth the contentions of both employees and the management and transmit same to this Division for presentation to the proper tribunal for consideration in accordance with Supplement No. 6 to General Order 27, copy attached and as previously suggested in my letter of the 20th ulto., referred to above.

The question of the application of Supplement No.12 is now in the hands of the Regional Directors and they have issued instructions to the Federal Managers of the different railroads that if train porters perform any of the duties set out in Supplement No.12 whether required to do so by the management or otherwise, the rates prescribed in the supplement shall apply but that it was entirely proper to restrict their duties to conform to Supplement No.12 if practicable to do so.

Form G-77 2—8675

As stated in Supplement No.6 to General Order 27 above referred to it should be understood by railroad employees that it is impracticable to give interpretation on ex parte statements to thousands who request information as to the manner in which the wage orders shall be applied in individual cases. Operating officials of the railroads are required to apply the wage orders fairly and equitably and should differences of opinion arise necessitating a formal interpretation the matter should be disposed of in the manner prescribed in the supplement.

Yours truly, H. P. Daugherty

11-AR

Asst. Director

2

March 19, 1925.

My dear Mr. Gravelle:

In connection with your call at the office Tuesday relative to the claim of G. W. Tillman for back pay while employed on the Southern Railroad during the period of Federal control, beg to advise as follows:

G. W. Tillman had this matter of back pay up with the Railroad Administration during the year 1919, and he was instructed how to handle his claim. He evidently disregarded the instructions and the last letter to him was never answered. It is now too late to give any consideration to his claim for the reason that Section 206(a) of the Transportation Act, 1920 contains a definite statute of limitation as to the enforcement of claims against the Director General. That limitation expired on March 1, 1922, or two years after the end of Federal control and the Director General has consistently ruled that he has no authority to pay out Government funds to liquidate claims that are barred by the statute of limitation. The Supreme Court has also held that a public officer has no authority to waive a statute of limitation.

It is, therefore, necessary for me to advise you that the claim of Tillman can not be given consideration at this date.

Tillman's letter of March 11th is returned herewith.

Sincerely yours,

A. W. Stoll

Mr. Louis A. Gravelle,
815 Fifteenth Street,
F. H. Smith Building,
Washington, D. C.

Encl.

AWS/amd

TELEPHONE MAIN 34

LOUIS A. GRAVELLE

INCOME TAX CONSULTANT

GOOD, CHILDS, BOBB & WESCOTT
231 SOUTH LA SALLE STREET
CHICAGO, ILLINOIS

WASHINGTON OFFICE
815 FIFTEENTH STREET
F. H. SMITH BUILDING

Form R R A 10 H

UNITED [redacted]TION

FILE NO. 6-38-11-a

GUS BROOKINS

Southern RR

SUBJECT: Complaint of Gus Brookins, Porter-Flagman for the So[redacted] RR -- the RR refuses to pay him same wages as paid to white man for the same work Application of Supplement No 12

876

Volume No. ____

From ____

To ____

DIVISION OF LABOR

2—6014

November 19, 1918.

File E-38-11.

Mr. Gus Brookins,
97 Larkin Street,
Atlanta, Georgia.

Dear Sir:

This will acknowledge receipt of your letter of the 13th inst. addressed to the Director General and referred to this Division for reply, with reference to rate of pay and back pay applicable to you as a flagman, as well as a trainman on the Southern Railroad, Columbus Division.

I would suggest that you handle this matter personally with your superior officer, the Superintendent, or through your organization, provided you belong to one. If you do not, then I would suggest the preparation of a joint statement of fact in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached. I am sure the Superintendent will join you in a statement of this character, if you show him this letter and the papers attached. Upon receipt of such a statement in this office, the matter will be given further attention.

By a "joint statement of fact", we mean a statement headed with the language of the wage order which is in dispute, followed by the railroad officials' contention of the wage order's meaning, and finished with your understanding of the wage order. You understand that it is impossible to render a decision of this sort on a one-sided statement.

Very truly yours,

J.A. FRANKLIN

7-EH

Assistant Director.

54262

DIRECTOR GENERAL OF RAILROADS

DIVISION OF LABOR.

NOV 15 1918

NOV 16 1918

Atlanta, Ga. November 13, 1918.

Hon. W. G. McAdoo,
Director Gen. R. R.
Washington, D. C.
Dear Sir:

I am employed by the Southern Railroad, Columbus Division, performing the duties as a Flagman as well as a Trainman. On this Division there are Four (4) passenger trains. Three of these trains have white Flagman whose pay is $4.80 a round trip each, and the other has a colored man doing the same work but getting only $2.40 a round trip. I am that man. I perform the same duties on my train as the white Flagmen do on theirs but get just half the pay they get.

I took this matter up with the Board of Railroad & Work Conditions. They sent me Gen. Order #27, calling my attention to Article 6, which says All Collored Fireman, Switchman and Trainmen shall be paid the same as white men when performing the same duties. I took this to my Supt. but he refused to read it. He said he could not pay me as much as a white man.

According to this rule, I think I am entitled to this raise and back pay as well. My understanding of this rule is that there shall be no discrimination between white and colored men when performing the same duties. If I am off of my run for any cause a white man is put in my place and is paid $4.80 per a round trip.

I have been on this run for Twenty (20) years doing the work of Flagman without any complaint. I have given this Company no trouble for the Thirty-two (32) years services I have been with them. I have done my work without demerits.

I think I am entitle to this raise and back time from Jan. 1, 1918. I carry a switch key and signal case on my train just as the white Flagman, and I think I am entitled to the same consideration.

Yery truly,

Gus Brooks
#97 Larkin St

Int

E-3877 Southern

GEORGIA DIVISION 457
OF THE

E. L. ROBERTS
SECRETARY & TREASURER
519 FOURTH NATIONAL BANK BUILDING
ATLANTA, GA.

MEETS EVERY SUNDAY 2 P. M. AT RED MEN'S WIGWAM
86 CENTRAL AVENUE

Indexed

ATLANTA, GA., Dec 3.1918.

DEC 5 1918

Mr.J.A.Franklin,
Assistant Director Div of Labor.
Washington,D.C.

Dear Sir:

In reference your letter of Nov 19th.1918 concerning rate of pay paid me for services rendered as Porter-Flagman on trains 42 and 43 operating between Atlanta and Fort Valley,Ga.

I have complied with your instructions contained in your letter by handling this matter with my Division Supt-Mr.H.G.Farrar,Columbus,Ga and for your information I amsending you a letter from Supt Farrar which is self-explanatory.

It is my understanding that the Potter-Flagmen who are running on runs similar to the run on which I am employed, are being paid according to instructions contained in General Order 27,page 23,Article 6. I refer to Porter-Flagmen running on the Central of Georgia Railroad from Macon to Athens, Ga. who are paid as per the instructions contained in General Order 27.

I am a colored man and belong no organization and have been with the Southern Railroad thirty two years. During the past years tips from the traveling public have helped me to live but now that the Law of Georgia prohibits tipping I am forced to depend on my wages for a living. I have a wife and four Children who depend on me for support and I will very much appreciate it if you will give this matter your attention and help my in anyway possible.

Yours very truly,

Geo Brodrick

Porter-Flagman.

Address 97 Larkin St.
Atlanta,Ga.

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, Director General of Railroads

Columbus, Ga., Nov. 30,1918.

Mr. Gus Brookins,
#97 Larkin St.,
Atlanta, Ga.

Dear Sir:

I herewith return letter which you attached signed by Mr. J. A. Franklin.

Our management had decided that as you are employed in the capacity of porter-flagman, and as we have no white man in the same dual capacity, the provision in Article 6 page 23 to General Order No.27 did not cover them, and they are entitled, therefore, to the percentage of increase for passenger service employees applied to their former rate of pay. This adjustment was given you.

Yours truly,

H. V. Farrar

Superintendent.

December 11, 1918.

File E-38-11.

Mr. Gus Brookins,
97 Larkin Street,
Atlanta, Ga.

Dear Sir:

This will acknowledge receipt of your letter of December 3, addressed to Assistant Director Franklin, of the Division of Labor, and enclosing letter addressed to you under date of November 30, by Superintendent Farrar.

It is noted that while your letters indicate that you are performing the same service as is performed by white brakemen on opposite runs, Superintendent Farrar makes the statement that there are no white men in the same capacity.

I will conduct further correspondence with the officials of the railroad in an effort to secure further information upon the subject.

Yours truly,

Special Assistant to Director.

4-MBB

December 11, 1918.

File E-38-11.

Mr. E. H. Coapman,
Federal Manager, Southern R. R.,
Washington, D. C.

Dear Sir:

Complaint has been filed with the Division of Labor by Gus Brookins (colored), who, I understand, is employed by the Southern R. R. on the Columbus Division, and who claims to perform the duties of flagman as well as trainman.

He also claims that there are four passenger trains, three of which are manned by white flagmen whose pay is $4.80 per round trip, while a colored man doing the same work is getting $2.40 per round trip.

He states that he performs the same duties on his train as the white flagmen does on the other train, only receiving about fifty per cent of the salary paid the white flagmen.

In a letter addressed to Mr. Brookins under date of November 30 by Superintendent H. E. Farrar, he makes the statement that there are no white men in the same dual capacity.

May I ask that you have this matter investigated, and advise what the difference is between the work performed by Mr. Brookins and other trainmen referred to by him, and the Company's position with regard to payment under General Order No. 27, and Interpretation No. 2 of that order?

Yours truly,

M. H. REED

Special Assistant to Director.

4-MBB

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

SOUTHERN REGION

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

E. H. COAPMAN,
FEDERAL MANAGER

OFFICE OF FEDERAL MANAGER

LABOR
DEC 30 1918

WASHINGTON, D. C. December 27, 1918.

Mr. H. H. Reed,
Special Assistant to Director, Division of Labor,
United States Railroad Administration, Washington, D. C.

Dear Sir:

Yours December 11th, file E-38-11, with respect to complaint filed by Gus Brookins (colored) employed on Columbus Division of Southern Railroad.

Since receiving your letter we have been furnished with an advanced copy of Supplement No. 12 to General Order No. 27, and which I assume is intended to take care of Brookins' case.

Yours truly,

E H Coapman

Federal Manager.

LABOR
DEC 30 1918

January 3, 1918.

E-38811.

Mr. Gus Brooking,
97 Larkin St.,
Atlanta, Ga.

Dear Sir:

Referring further to your letter of December 3rd 1918, addressed to the Assistant Director of the Division of Labor and my reply of December 11th.

This matter has been taken up with the Federal Manager of the Southern Railroad and I am advised by him under date of December 27th that you will be reclassified in accordance with Supplement No. 12 to G. O. 27, a copy of which I am enclosing herewith.

Very truly yours,

H. H. REED

Special Assistant to Director.

4-MBL
Encl.

January 3, 1919.

File --E-38-11.

Mr. R. H. Coapman, Federal Manager,
Southern Railway, - Washington, D.C.

Dear Sir:

This will acknowledge receipt of your letter of December 27, 1918, with reference to the claim of Gus Brookins (colored) employed on the Columbus Division of the Southern Railway.

Your letter indicates that since the issuance of Supplement No. 13 to G. O. 27, it has been decided to reclassify Mr. Brookins.

I shall notify him that you are arranging for a reclassification of his position and I assume that this will dispose of his complaint.

Very truly yours,

H. H. REED

Special Assistant to Director.

4-MBL

Form 240—7-3-18—20m

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, Director General of Railroads

ATLANTA, BIRMINGHAM & ATLANTIC RAILWAY

Atlanta Ga. Feb 21.1919. 191

LABOR.

FEB 25 1919

Mr.H.H.Reed,Special Asst to Director,
Washington,D.C.

Dear Sir:

Further in connection with your letter of January 3rd,reference pay on run I am employed as Flagman-Porter between Atlanta and Fort Valley on the Columbus Division of the Southern Railroad.

I am attaching hereto letter from the timekeeper at Columbus Georgia which is self-explanatory.You will note from this letter that I have never received the encrease which I was given to understand would be allowed me as per your letter of January 3rd.1919. My circumstances are such that I cannot live and pay for the Liberty Bonds at the present rate of pay. I was given to understand by Sut Farrar when he took my subscription for the Fourth Liberty Bond that I would receive the encrease inmpay and at that assurance I agreed to pay for the Third and Fourth Liberty loan bonds by having the amounts deducted from my wages. Not having received the raise according to the instructions I would receive it I am now placed in a bad condition and after the deductions are made for the Bonds I have nothing left to live upon at the present rate of pay.

I know that Porters who do not have as much work to do on roads in this part of the territory have been receiving the rate allowed them according to supplement #13 to General Order 27 and I respectfully call your attention to the following roads which are paying their porters at the rate allowed by General order 27 as well as Supplement to General order 27,known as #13. Viz L& N. Railroad; Seaboard; C of Ga.Railroad and the Atlanta & West Point Railroad.On the roads above mentioned the trains are furnished a white Flagman, on my run there is not any one to assist me in the work and I perform both the Flagman and Porter's duties every day in the year regardless of weather,heavy travel,heavey express and other conditions in general.

I sincerely feel that my case deserves some assistance and I trust you will see my position in the matter and give it your very prompt attention.

I beg to remain Faithfully yours

Address:
97 Larkin St,Atlanta,Ga.

Porter. Jas Blackmon

Columbus Ga., Feb. 17th, 1919.

Mr. W. A. Wooddall:

Yours 16th Inst., regarding time for your porter, Gus Brookins for the last period in January. He made 32 trips at $1.21 per trip, making a total of $38.72. Deducted $10.00 for Third Liberty Loan and $12.50 for Fourth Liberty Loan, which left a balance of $16.22 due him.

I have received no instructions to allow him any back time.

I would greatly appreciate it if you will help him figure his time each month. He is constantly kicking about his time being short.

Yours truly,

N Reynoeds - 2K

March 4, 1919.

Mr. Gus Brookins,
97 Larkin Street,
Atlanta, Ga.

Dear Sir:

This will acknowledge receipt of your letter of February 21, with further reference to your rate of pay under General Order 27, from which I understand that the Southern Railway has as yet failed to apply Supplement No. 12 in your case.

I was under the impression, after receiving recent letter from Federal Manager Coapman, that your wages would be advanced in accordance with Supplement 12.

I will again communicate with Mr. Coapman, and will advise you as soon as I hear from him.

Yours truly,

H. H. REED

Special Assistant to Director.

4-McN

March 4, 1919.

Mr. E. H. Coapman, Federal Manager,
Southern Railway System,
Washington, D. C.

Dear Sir:

Referring further to my letter of December 11th, and your reply of December 27th, with regard to complaint filed by Gus Brookins, "colored" employe in Columbus Division of Southern Railway:

I understood from your letter of December 27th, that since you had received a copy of Supplement No. 12 to General Order 27, that the complaint of Mr. Brookins would be eliminated. Possibly, I misunderstood your letter of that date.

I am just in receipt of advice from Mr. Brookins, under date of February 21st, to the effect that no change in his rate of pay has been made since the issuance of Supplement No. 12, and he enclosed for my information a memorandum written by the Timekeeper, under date of February 17th, in which the Timekeeper states that he has received no instructions to allow Brookins back time, and in which he requests the conductor to help Brookins figure his time each month, as he is constantly kicking about being short. Possibly Brookins is being paid in accordance with Supplement No. 12, and does not know it, however, the letters received from him are apparently written with a fair understanding of the matter, and indicates that the porters performing the same class of service for other roads in the vicinity are being paid in accordance with Supplement No. 12.

May I ask that you advise further as to whether it is the intention of the Southern Railway to apply Supplement No. 12 in the case of Mr. Brookins, and if not, what you intended to convey by the last paragraph of your letter of December 27th.

Yours truly,

H. H. REED

Special Assistant to Director.

4-McN

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

SOUTHERN REGION

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

E. H. COAPMAN,
FEDERAL MANAGER

OFFICE OF FEDERAL MANAGER

WASHINGTON, D. C. March 9, 1919..
DIVISION OF LABOR.

Mr. H. H. Reed,
Special Assistant to Director, Division of Labor,
Washington, D. C.

MAR 12 1919

Dear Sir:

Yours 4th, relative to Gus Brookins, colored employee on Columbus Division of Southern Railroad.

There was some unavoidable delay in making adjustments under Supplement No. 12 to General Order No. 27, but Brookins was advised by his Superintendent on February 28th that his back time was being computed, and the Superintendent tells me that payrolls carrying his back time will be forwarded by him to the Auditor on the 10th of this month.

Yours truly,

E H Coapman
Federal Manager.

March 14, 1919.

Mr. E. H. Coapman, Federal Manager,
Southern Railroad Lines,
Washington, D. C.

Dear Sir:

This will acknowledge receitp of your letter of March 9th, with reference to the case of Gus Brookins, colored employe, on the Columbus Division of the Southern Railroad, in train service.

I note from your letter that Supplement 12 has been applied in this case, and that back pay due Mr. Brookins has been included in pay-roll forwarded by the Superintendent to the Auditor on March 10th.

I am greatly obliged to you for this information.

Yours truly,

H. H. REED

Special Assistant to Director.

4-McN

163
659
53

March 14, 1919.

Mr. Gus Brookins,
97 Larkin Street,
Atlanta, Ga.

Dear Sir:

Referring further to your letter of February 21st, regarding failure of the Southern Railroad to apply Supplement 12 to your position, I am just in receipt of a communication, dated March 9th, 1919, from Federal Manager Coppman, in which he states:

> There was some unavoidable delay in making adjustments under Supplement No. 12 to General Order No. 27, But Brookins was advised by his Superintendent on February 28th that his back time was being computed, and the Superintendent tells me that payrolls carrying his back time will be forwarded by him to the Auditor on the 10th of this month.

I trust that this will dispose of your case.

Yours truly,

H. H. REED

Special Assistant to Director.

4-McN

Form 1-1

UNITED [redacted] TION

FILE NO. E-38-11-a

B. F. BUSH

GULF COAST LINES - LOUISIANA DIVISION

HOUSTON EAST & WEST TEXAS

HOUSTON & SHREVEPORT RR

ST. LOUIS, BROWNSVILLE & MEXICO.

SUBJECT:

Correspondence concerning Application of Article VI of G.O.27 and Supplement No.12 to G.O. No.27 to Colored Brakemen on the H.E. & W.T., H.& S. and St. L. B.& M. RRs.

Volume No. _____

From _____

To _____

2—6816

DIVISION OF LABOR

The L. N. + R. R.

was considered as in Federal Control although no contract signed, but on Aug. 9th, 1918 proposition was made to Judge Payne and accepted by him that road be relinquished, all operating expenses from Jan. 1-1918 to be borne by R. R and all Revenues to belong to road and he accepted this. Cooperative contract has been under consideration but never has been signed This would place road as never having been federally enveloped

M. L.

LABOR

MAR 22 1919

Form G-7

TELEGRAM

2—4406

THE DIRECTOR GENERAL OF RAILROADS

Sent from Washington, D. C., April 10,1919, 1918

W. B. Scott, Federal Mgr.,
Southern Pacific Railroad,
Houston, Texas.

Committee representing colored brakemen on the HE&WT and H&S and StL&M Railroads have filed complaint with Division of Labor that Article six of General Order 27 has not been applied by paying colored trainmen switchmen etc the same rate of wage as paid white men in the same capacities stop It appears from the papers filed with this Division that this case has been pending for decision since July sixth last stop The correspondence also shows that the matter has been presented to the officials of these railroads on several occasions the reply being that the matter is being given consideration and as soon as a determination is reached the rates will be applied stop This committee claims that colored brakemen are receiving three dollars seven cents per hundred miles while white brakemen receive three dollars eighty eight cents per hundred stop Claim is also made that colored brakemen are entitled to the same rate as that paid white men performing the same class of service from June first which they have not received to date stop Will you kindly advise what has been done or is being done in the matter of applying the wage order in accordance with Article six General Order 27 stop Committee further complained that Supplement twelve was being held up and I understand this question has been decided by the Division of Operation in letter to Regional Directors dated April seventh which will dispose of the

Form G-4

TELEGRAM

2—4406

THE DIRECTOR GENERAL OF RAILROADS

Sent from Washington, D. C., ..., 1918

question of the proper application of that supplement stop Will you kindly wire just what disposition is being made of the complaint of these colored trainmen.

J.A.Franklin

Ass't Director Div'n of Labor

WU FRANK 16986-C
2-LFS 4 PM

603

TELEGRAM RECEIVED

Form G-6 2—4870

UNITED STATES RAILROAD ADMINISTRATION

DIVISION OF LABOR.

DIRECTOR GENERAL OF RAILROADS

Received at Washington, D. C.

62-70 gm cg

9822

Houston, Tex. Apl 1919 11 1 pm

APR 11 1919

J A Franklin,

Washington, DC.

Your wire tenth regarding complaint colored brakemen on HE&WT and H&S Rates of pay under general order twenty seven colored brakemen those roads are, passenger $93.60 per month, thorugh frt $4.08 per one hundred miles local freight $102.95 per month, rates in effect on other sou pac lines passenger $114.80 per month, through feight $ 3.88 per hundred miles local freight $117.60 per month. There are no white breakmen employed on HE&WT and H&S and one brakemans rate in effect on that property, have not constructed articlesix on general twenty seven as callling for establishment of HE&WT and H&S of rate allowed white brakemen on other southern pac rates as latter schedules rates of pay and working conditions do not correspont with the former which have been treated separately heretofore both wage and contract conditions Supplement twelve provides that where white brakemen are not empolyed compensation and overtime rules for colored brakemen should be same for both passenger and freight district as for same positions on minimum paid contigues road. Investigation develops LR&N is a minimum paid contuguous road to HE&WT with rate two dollars eighteen cents per one hundred miles through freight service. Two dollars ninety eight cents per one hundred miles local freight service paid both white and colored men which are less than rates paid HE&WT and H& H&S colored brakemen . Our people feel that under strick inter-pretation of supplement twelve brakemen onn HE&WT and H&S are entitled to increase however

TELEGRAM RECEIVED

Form G-6 2—4870

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

Received at Washington, D. C.

sheet 2;;;;;;;; 62-70 gm cg

question of this supplement not having been applied by former federal manager Edson was submitted to regional Director March twenty fifth who advised that Matter should be held in abeyance orgn JAF, copy BFB file B77.

W B Scott,

SP

350pm

Form G-7

TELEGRAM

2—4406

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

Sent from Washington, D. C., April 12, 1919, 1918

Mr. F. G. Pettibone, Federal Mgr.,
St.Louis, Brownsville & Mexico R.R.,
Houston, Texas

Committee representing colored brakemen on StLB&M Railroad have filed complaint with Division of Labor that Article six General Order 27 has not been applied by paying colored trainmen, switchmen, etc. the same rate of wages as paid white men in the same capacities stop It appears from papers filed with this Division that this case has been pending for decision since July sixth last stop Correspondence also shows that the matter has been presented to the officials of your road on several occasions the reply being that matter is being given consideration and as soon as a determination is reached the rates will be applied stop This committee claims that colored brakemen are receiving three dollars seven cents per hundred miles while white brakemen receive three dollars eighty eight cents per hundred stop Claim is also made that colored brakemen are entitled to the same rate as that paid white men performing the same class of service from June first which they have not received to date stop Will you kindly advise what has been done or is being done in the matter of applying the wage order in accordance with Article six General Order 27 stop Committee further complained that Supplement twelve was being held up and I understand this question has been decided by the Division of Operation in letter to Regional Directors dated April seventh which will dispose of the question of the proper application

Form G-7

2—4406

TELEGRAM

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

Sent from Washington, D. C., ----------, 1918

-2-

of that supplement stop Will you kindly wire just what disposition is being made of the complaint of these colored trainmen.

J. A. FRANKLIN

Ass't Director Div'n of Labor

WU Frank 16986-C
2-LFS

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

1919 APR 13 PM 8 13

A-217A CAK

BX HOUSTON TEX 540P 13

H H REED 6494

ASST DIRECTOR DIVN OF LABOR USRA WASHINGTON DC

REFERENCE YOUR TELEGRAM FEDERAL MANAGER PETTIBONE RELATIVE COMMITTEE COLORED BRAKEMAN STIBAND M REFERENCE APPLICATION GENERAL ORDER NUMBER TWENTY SEVEN ARTICLE SIX GENERAL ORDER TWENTY SEVEN HAS BEEN APPLIED IN STRICT ACCORDANCE WITH ARTICLE SIX FOLLOWING RATES WERE IN EFFECT DECEMBER NINETEEN FIFTEEN PASSENGER BRAKEMEN FIFTY FIVE DOLLARS PER MONTH INCREASED UNDER GENERAL ORDER TWENTY SEVEN TO SEVENTY SEVEN DOLLARS FIFTY FIVE CENTS LOCAL THROUGH FREIGHT AND WORKTRAIN BRAKEMEN AND SWITCHMEN RATE DECEMBER NINETEEN FIFTEEN WAS SIXTY SIX

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN 1919 APR 13 PM 8 13

217A SHEET TWO

6494

DOLLARS INCREASED UNDER GENERAL ORDER TWENTY SEVEN TO NINETY THREE DOLLARS SIX CENTS NO WHITE BRAKEMEN OR SWITCHMEN EMPLOYED ON STLBAND M APPLICATION OF SUPPLEMENT TWELVE WAS WITHHELD WHEN INSTRUCTIONS FROM REGIONAL DIRECTOR TO FEDERAL MANAGERS THIS WOULD APPLY THE SAME RATE ON THE STLBAND M AS PAID THE COLORED BRAKEMEN AND SWITCHMEN ON THE LOUISIANA DIVISION WHICH WOULD HAVE BEEN PASSENGER NINETY FIVE EIGHTY EIGHT THROUGH FREIGHT THREE NAUGHT THREE PER HUNDRED LOCAL AND WORK NINETY FIVE EIGHT EIGHT SWITCHMEN THREE FORTY PER DAY THESE RATES WERE WORKED UP AND READY FOR APPLICATION IN ACCORDANCE WITH SUPPLEMENT TWELVE BUT HAVE BEEN WITHHELD PENDING FURTHER INSTRUCTIONS

W G CHOATE.

Form G-7

TELEGRAM

2--4406

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

Sent from Washington, D. C., April 14th, 1919., 1918

Mr. R. F. Bush,
Regional Director, U.S.R.A.,
St.Louis, Mo.

Committee representing colored brakemen employed by MK&WT, M&S and StLB&M Railroads are here with reference to the application of Article six of General Order 27 and Supplement twelve to General Order 27 stop The roads above mentioned have no white brakemen employed stop The rates in effect as of December nineteen fifteen were fifty-five dollars per month for passenger service and sixty-six dollars for freight and yard service stop Rates under Article two General Order 27 were applied bringing the passenger rates to seventy-seven dollars fifty cents and freight service to ninety-three dollars six cents stop We have taken this matter up direct with Federal Managers Scott and Pettibone who advise that application of Supplement twelve has been held in abeyance pending receipt of instructions to apply same stop I am advised that instructions were issued April seventh to apply this supplement stop The question has also arisen as to whether or not the LB&N which we understand is not under Federal control should be considered as a contiguous road as meant by Supplement twelve to the MK&WT and M&S stop In this connection Mr.Sheats advises that a plan had been arranged to pay colored brakemen on the StLB&M the same rate as paid those on the Louisiana Division which would have been passenger Ninety-five dollars eighty-eight cents, through freight three dollars three cents per hundred miles, local and work Ninety-five dollars eighty-eight cents and for the switchmen three dollars forty cents per day stop It is claimed by the representatives

Form G-7

TELEGRAM

2—4406

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

Sent from Washington, D. C., ..., 1918

-2-

of the men that the StLB&M and the Louisiana Division above referred to are one and the same road and that the men are sometimes run on the Divisions of same both east and west of Houston and that the rates proposed are not on parity with rates paid similar classes of service on contiguous lines stop In view of this misunderstanding between the officials of these lines and the employes will you kindly investigate this matter and advise just how supplement twelve should be applied on these lines also what line will be considered contiguous and what rates will apply to each class of the service under Supplement twelve stop Committee desires to remain here pending your reply.

J.A.FRANKLIN

Ass't Director Div'n of Labor

WU Frank 16986-C
2-LFS

Washington D. C.
April 14, 1919.

Mr. J. A. Franklin
Asst. Director of Division of Labor,
Washington, D. C.

We, a joint committee from the Colored Trainmen of America representing the St. Louis Brownsville and Mexico Houston East and West Texas and the Houston and Shreveport Railroads are desirous of putting our case before you in writing that you may be able to compare some of the facts more thoroughly. The rate of pay, as we have informed you for the St. Louis Brownsville and Mexico R. R., was in 1915-

For Passenger Service	$55.00	per month
All Classes of Freight Service	66.00	" "
Switching Service	66.00	" "

When the Government took control of the Railroads, Art. 2 of General Order 27 was complied with increasing pay for Brakemen-

For Passenger Service	$77.55	per month
" Freight Service	93.05	" "
" Switching Service	93.05	" "

For the Houston East and West Texas and Houston and Shreveport Railroad in 1915 was $55.00 and $66.00 for Head-end and Flagmen respectfully. and for Through Freight $2.22¢ per one hundred (100) miles and $72.60 per month for Local Freight trains.

When the government took control Art.2 of General Order 27 was complied with increasing the pay of Brakemen to $77.55 and $93.06 for Head-end and Flagmen on passenger trains respectfully and $3.07 per one hundred (100) miles on Through Freight trains and $102.93 per month on Local Freight trains.

APR 15 1919

Now gentlemen, we contend that General Order 27 was not fully complied with inasmuch as Art. 6 has been and is still being ignored or overlooked by our Hon. Regional Director and Federal Managers in the District in which we are employed. Some time ago we respectfully requested an interpretation of Art. 6 which, we had been informed, did not apply to us in our class of service (where Negroes were exclusively employed).

Now you gentlemen issued Supplement 12 to General Order 27., (Par 2) which clearly defined Article 6 and how it should be applied. Now it seems that the contention is what would be considered contiguous lines through verbal statement and correspondence with local officials the attempt was made to apply a rate which prevails on the Louisana Division of the Gulf Coast Line,(i e) N. O. T & M of which the Texas Division is the St L. B. & M. R. R., the same system and not a contiguous line.

To prove that the matter is misunderstood the Negro Firemen of the Louisana Division are receiving a rate of pay far below that of the White Firemen of the Texas Division, the exact scale I do not at this time recall. The Negro switchmen on the Texas Division are receiving a scale of pay far below that applied to the White switchmen on the La., Division.

The Brakemen and Switchmen of the St L. B & M. R. R., are not questioning the difference of pay as to these two divisions of the same system, but are asking that you apply the rate(as set forth in Supplement 12) of a contiguous line. A contiguous line in our opinion would be those roads which cross and run parallel to the roads upon which we are employed, as an example the St Louis Brownsville Mexico R. R., uses 30 miles of track owned and operated by the Gulf Colorado and Santa Fee R. R., and uses the same Terminals in Houston and Bay City that the Gulf Coast Lines use. The San Antonio & Aransas Pass uses the same Terminals at Corpus Christi and crosses the Gulf Coast lines at Guston and these roads pay the same rate as set forth in our demand.

As to contiguous lines operating with the H. E. & W. T. R. R. & H. S. R. R. The Southern Pacific T & N. O., the G. H. & S. A. and H. T. C & S. A. & A. P., uses the same terminal at Houston as the H. E. & W. T.

We cross the G. C. & S.F. at Cleveland.
We cross the M. K. & T. at Corigan.
We cross the St L & G. W. at Lufkin.
We cross the T & P at Keithville and run paralell 12 miles to Shreveport and go into Shreveport and use the same terminal as the K. C.S, all these lines are under Government control.

We respectfully submit this statement, hoping that in our case it can be of some assistance to you in applying the scale as set forth in our demand.

We beg to remain,

The Colored ~~Firemen~~ Trainmen of America.

C. M. Banks Chairman.

B. M. Taylor

G. L. Parr

Form G-7

TELEGRAM

2--4406

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

Sent from Washington, D. C., April 14th, 1919., 1918

Mr. B. F. Bush,
Regional Director, U.S.R.A.,
St.Louis, Mo.

Committee representing colored brakemen employed by KE&WT, H&S and StLB&M Railroads are here with reference to the application of Article six of General Order 27 and Supplement twelve to General Order 27 stop The roads above mentioned have no white brakemen employed stop The rates in effect as of December nineteen fifteen were fifty-five dollars per month for passenger service and sixty-six dollars for freight and yard service stop Rates under Article two General Order 27 were applied bringing the passenger rates to seventy-seven dollars fifty cents and freight service to ninety-three dollars six cents stop We have taken this matter up direct with Federal Managers Scott and Pettibone who advise that application of Supplement twelve has been held in abeyance pending receipt of instructions to apply same stop I am advised that instructions were issued April seventh to apply this supplement stop The question has also arisen as to whether or not the LR&N which we understand is not under Federal control should be considered as a contiguous road as meant by Supplement twelve to the KE&WT and H&S stop In this connection Mr.Choate advises that a plan had been arranged to pay colored brakemen on the StLB&M the same rate as paid those on the Louisiana Division which would have been passenger Ninety-five dollars eighty-eight cents, through freight three dollars three cents per hundred miles, local and work Ninety-five dollars eighty-eight cents and for the switchmen three dollars forty cents per day stop It is claimed by the representatives

Form G-7

TELEGRAM

2—4406

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

Sent from Washington, D. C., ..., 1918

-2-

of the men that the StLB&M and the Louisiana Division above referred to are one and the same road and that the men are sometimes run on the Divisions of same both east and west of Houston and that the rates proposed are not on parity with rates paid similar classes of service on contiguous lines stop In view of this misunderstanding between the officials of these lines and the employes will you kindly investigate this matter and advise just how supplement twelve should be applied on these lines also what line will be considered contiguous and what rates will apply to each class of the service under Supplement twelve stop Committee desires to remain here pending your reply.

J.A.FRANKLIN

Ass't Director Div'n of Labor

WU Frank 16986-C
2-LFS

TELEGRAM RECEIVED

Form G-6 2—4870

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

6-15 GM MD

Received at Washington, D. C.

DIV. OF LABOR. 2962

STLOUIS MO ....940 AM April 16;19

J . A. FRANKLIN

ASSISTANT DIRECTOR DIVISION OF LABOR

WASHINGTON DC.

APR 16 1919

Louisiana Division of Gulf-Coast Lines, employing white brakemen pay following rates ;-

Passenger	$ 95.88	per calendar month
Through Freight	3.03	per 100 miles.
Local Freight	95.88	per calander month.

StL. B and M known as Texas Division of Gulf Coast Lines employ no white brakemen . Rate for colored brakemen on Texas Division are lower than rates paid white brakemen on Louisiana Division. Rates applicable to white brakemen on Louisiana Division should be applied to colored brakemen on Texas Division by reason of fact that there is no authority in supplement twelve permitting increasing white brakemen on Louisiana Division and it would not be consistent to pay colored brakemen on Texas Division a rate in excess of rate paid white brakemen on Louisiana Divn.

This application would be in full compliance with Article Six of General Order twenty seven.

As to H. E & W T and H. &. S. these lines compose one division extending from Houston Texas to Shreveport La., and are a part of Sou. Pacific Atlantic System Lines. There are no white brakemen on H E & W T therefore there was no basis for carrying out Article six of General order twenty seven.

[redacted]

TELEGRAM RECEIVED

Form G-6 2—4870

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

Received at Washington, D. C.

6-15 gm md.....Sheet Two.

STLOUIS MO....940 AM April 16th 1919

2363

J. A. FRANKLIN

WASHINGTON DC.

---0000----

Rates paid under General Order twenty seven are as follows :-

Passenger $ 77.55.
Through Frt 3.08. per 100 miles.
Local Frt. 102.95

Rates in effect for brakemen on Louisiana Division which is minimum ~~xxx~~ paid on contiguous road should be applied in accordance with paragraph two Supplement twelve which would make new rates as Follows:-

Passenger $ 95.88.
Local Frt. 102.95
Through Frt. 3.08 per 100 miles

Confirming by mail. G 58.

B F Bush

1D45a.

(COPY)

TELEGRAM

St.Louis, Mo. 940 AM April 16,1919.

J.A.Franklin,
Assistant Director, Division of Labor,
Washington, D.C.

Louisiana Division of Gulf Coast Lines, employing white brakemen pay following rates:

Passenger	$95.88	per calendar month
Through Freight	3.03	per 100 miles
Local freight	95.88	per calendar month

StL.B and M known as Texas Division of Gulf Coast Lines employ no white brakemen. Rate for colored brakemen on Texas Division are lower than rates paid white brakemen on Louisiana Division. Rates applicable to white brakemen on Louisiana Division should be applied to colored brakemen on Texas Division by reason of fact that there is no authority in Supplement twelve permitting increasing white brakemen on Louisiana Division and it would not be consistent to pay colored brakemen on Texas Division a rate in excess of rate paid white brakemen on Louisiana Divn. This application would be in full compliance with Article Six of General Order twenty-seven.

As to H. E & W T and H. & S. these lines compose one division extending from Houston Texas to Shreveport, La., and are a part of Sou. Pacific Atlantic System Lines. There are no white brakemen on H E & W T therefore there was no basis for carrying out Article six of General order twenty seven.

Rates paid under General Order twenty seven are as follows:

Passenger	$77.55	
Through Freight	3.08	per 100 miles
Local Frt.	102.95	

Rates in effect for brakemen on Louisiana Division which is minimum paid on contiguous road should be applied in accordance with paragraph two Supplement twelve which would make new rates as follows:

Passenger	$ 95.88	
Local Frt.	102.95	
Through Frt.	3.08	per 100 miles.

Confirming by mail. G58.

(Signed) B. F. BUSH

April 17, 1919

Messrs: C. M. Banks,
B. M. Taylor,
R. L. Parr,

Washington, D.C.

Gentlemen:--

With reference to your inquiry as to the proper application of Article VI of General Order No. 27 and Supplement No. 12 to General Order No. 27 to the colored trainmen of the HB&WT, H&S and StLB&M Railroads.

In accordance with the understanding, I communicated with Regional Director Bush with reference to your claims, and I hand you herewith copy of his reply to my inquiries, which I trust will be enlightening and satisfactory.

Yours very truly,

L.A. FRANKLIN

Assistant Director.

2-LFS

E-38-11-a

April 18, 1919

Mr. B. F. Bush,
Regional Director, U.S.R.A.,
St. Louis, Missouri.

Dear Sir:

Acknowledging receipt of your wire of the 16th instant, in reply to my wire of the 14th, with reference to the application of Article VI of G.O. 27 and Supplement No. 12 to G.O. 27 to colored brakemen on the HE&WT, H&S and StLB&M Railroads.

Upon receipt of your wire, the information contained therein was given to Messrs. C.M.Banks, B.M.Taylor and R.L.Parr, committee representing the colored trainmen on the above named lines, who appeared to be satisfied that your wire outlined the proper application of the wage orders as applied to colored trainmen.

I appreciate very much the information furnished and the assistance given in straightening out this complaint on the part of these colored trainmen.

Yours very truly,

B.A. FRANKLIN

Assistant Director.

2-LFS

E 78 11 A

DIVISION OF LABOR.

108787

Houston, Texas,
August 11, 1919.

W. D. Hindes.

Hon. ~~W. M. Carter~~,
~~Board of Justice No. 1~~,
Washington, D.C.

Sir:

We the under signed (now) porters of H.E.& W.T.Ry. trains 1,2,3, and 4, have was hired as breakmen and have been working as such for approximately sixteen years, up to and including April 30, 1919. On April 30, we received a circular letters classifying us as "restricted" porters and relieving us of the following duties: inspect cars and test signals and break apparatus, use of hand and lamp signals, open and closing switches, couple and uncouple cars and engine and hose and compare watches, (signed R.T.Walker Supt.) and the facts are, that we are required by our conductors to perform the same duties we did prior to April 30, 1919. It seems that this reclassification was to prevent us from receiving the hard earned and very much needed increase we deserved. Please understand we were considered as breakmen prior to April 30, and up to this writing we have not received any back-time for services performed prior to this date, not-withstanding we are informed that other porters and breakmen on lines under the same management have received both increase in pay and back time. We are not asking to be relieved of the duties formally required of us by our Superintendent, and which we are yet required to perform by our conductors. We are asking for pay for services performed as breakmen prior to issuance of letter cited above, and that since we have not been relieved of these duties in reality, to be restored to our former classification and be given the increase in pay we are intitled to.

Is it the rulings of your office that difference be made in the pay of employees doing the same grade of work? We understand that in any case an employee is required to perform the functions of a breakman that he is intitled to that classification.

Hoping to hear from you early as is possible with a favorable reply,

We remain very respectfully,

Ollie Sturgis, Wm Sledge,
H. Hartley, Will Robinson,
Charlie Lane, Sam Jefferson,
W. L. Mathews Chairman
2615 1/2 Odin Ave
Houston Texas

UNITED STATES RAILROAD ADMINISTRATION
W. G. McAdoo, Director General of Railroads
HOUSTON EAST & WEST TEXAS RAILROAD

MAY - 1919 - "NO ACCIDENT MONTH"
Let us build a Record to be Proud of.
W. B. SCOTT

Houston, Texas, April 30th, 1919.

CIRCULAR NO. 176.

TO ALL CONDUCTORS
AND PORTERS:

Train Porters on runs 1, 2, 3, and 4
Between Houston and Shreveport, La.

Will not be required to perform the following duties:

(a) Inspect cars and test signal and brake apparatus for the safety of train movement.

(b) Use hand and lamp signals for the protection and movement of trains.

(c) Open and close switches.

(d) Couple and uncouple cars and engines and the hose and chain attachments thereof.

(e) Compare watches when required by rule.

These men will be classified as "restricted" porters and conductors must understand that they will not be required to perform the above duties.

Be governed accordingly.

Yours truly,

R. T. WALKER,
Superintendent.

108787

August 12,1919.

Dear Sir:

Permit me to acknowledge for the Director General your letter of August 11th, regarding the wages of train porters.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

Mr. W. C. Matthews,
2615-1/2 Odin Avenue,
Houston, Texas.

(Signed) M. B. C.

Y:MC

Aug. 22, 1919.

E-38-11-A

Form G-77

2—6016

Mr. W. C. Matthews, Chairman,
2615½ Odin-av.,
Houston, Tex.

Dear Sir:

Beg to acknowledge with thanks receipt of communication of August 11th, addressed to the Director General and referred to this Division for attention, with reference to the application of Supplement No. 12 to the position you hold.

I note you state you have been classed as brakeman and worked at that for 17 years but now you have been classified as porters; this to prevent the application of Supplement No. 12 to the work you are doing. Am attaching hereto copy of Supplement No. 12, and if at any time since it's effective date, you performed services which would entitle you to the rate of pay provided therein, I would ask that you send me evidence to sustain such claim when the matter will have prompt attention.

By evidence I mean the names of representatives of the railroad who will state you were performing services as stated, also number of runs to which you were assigned.

Yours truly,

J. A. Franklin

Z-RB
encl.

M. H. BUCKNER
President

H. ADAIR
Vice President

J. H. WESLEY
Treasurer

C. M. BANKS
Secretary

Colored Trainmen of America

Supreme Lodge

TRUSTEES

H. Simmons
G. L. Parr
H. Gibbs
J. Jefferson
Z. Hampton
W. Fields
J. M. Knight

GRIEVANCE COMMITTEE

M. H. Buckner
C. M. Banks
B. W. Bacon

B. G. McCULLOUGH
Financial Secretary

413 Milam Street, Houston, Texas

File B2

September 16, 1919.

E-38-11-a

Mr. J. A. Franklin,
Ass't.Director Div.of Labor,
Washington, D. C.

SEP 20 1919

Hon. Sir :

We the Colored Trainmen of America wish to thank you for your letter File E.38 11 a of August 22nd. addressed to W.C. Matthews, and has been handed to our General Committee to handle.

This matter you will remember was thrashed out and settled in your office in April to your satisfaction and ours, and thought the Officials of H.E.& W.T. too.

I wish to be as thorough in explaining this matter and save an expensive trip to Washington as I can,as I know if you understand the matter you will give these men justice, as you have always done with us.

Now prior to issurance of Gen'l order No.27 these men were hired as Trainmen subject to any branch of the Service. You issued Supplement 12 which clearly defined position.Art.2 of order 27 was carried out which increased their pay to $77.55 for head end men onpassenger trains 1,2,3,& 4. In April while our Committee was before you Mr.Bush stated he would pay these men $95.88 to be on parity with that paid a contiguous road Viz Gulf Coast Lines, which made a difference of $18.33 per month from June 1st 1918 to Dec.31,1918 this was not and has not been paid.

Supplement 16 increased these men's pay to $120.00 a difference of $42.45 per month from Jan.1,1919 to April 30,1919. On April 30th.a bulletin was issued which abolished the position of trainmen and the men were reclassed made what is known as re stricted Porters with pay of $77.55 (bulletin enclosed). Gen'l. order 27 and Supplement 12 and 16 provides that runs or positions cannot be abolished to evade payment of these awards.

The evidence you ask for which states these men are now doing trainmen work is furnish by Conductors and Engineers.

M. H. BUCKNER
President

H. ADAIR
Vice President

J. H. WESLEY
Treasurer

C. M. BANKS
Secretary

Colored Trainmen of America

Supreme Lodge

TRUSTEES

H. Simmons
G. L. Farr
H. Gibbs
J. Jefferson
Z. Hampton
W. Fields
J. M. Knight

GRIEVANCE COMMITTEE

M. H. Buckner
C. M. Banks
B. W. Bacon

B. G. McCULLOUGH
Financial Secretary

413 Milam Street, Houston, Texas

Please instruct what action to take, you Mr. Lake of Div of operation and I as Chairman of Committee agreed in April and we accepted the question-now is to get payment of back time due these men. And can these men be legally reclassed to evade payment has H.E.+W.T. authority to abolish positions please get a ruling

Please wire instruction, am sending wire today.

Respectfully,

C. M. Banks

Chairman Gen'l Committee Colored Trainsmen of America.

Form 2103

STANDARD
3-18-250000

UNITED STATES RAILROAD ADMINISTRATION
SOUTHERN PACIFIC LINES
W. G. McAdoo, Director General of Railroads
HOUSTON EAST & WEST TEXAS RAILROAD

Office of

IN REPLY PLEASE REFER TO

No.

4/30/19

C I R C U L A R _ N O. _ 1 _ 7 _ 6 _

TO ALL CONDUCTORS
AND PORTERS:

Train Porters on runs 1, 2, 3, and 4
Between Houston and Shreveport, La.,

Will not be required to perform the following duties:

(a) Inspect cars and test signal and brake apparatus for the safety of train movement.

(b) Use hand and lamp signals for the protection and movement of trains.

(c) Open and close switches.

(d) Couple and uncouple cars and engines and the hose and chain attachments thereof.

(e) Compare watches when required by rule.

These men will be classified as "Restricted" porters and conductors must understand that they will not be required to perform the above duties.

Be governed accordingly.

Yours truly,

R. T. WALKER,
Superintendent.

MAY - 1919 - "NO ACCIDENT MONTH"
Let us build a Record to be Proud of.
W. B. SCOTT

Houston Texas.
Ssptember 1th. 1919,

Mr J. A. Franklin asst Director Bur of Labor
dear sir:

we the undersigned Conducters. and Engineers. on Train. # 1&2. 3. &. 4,

of the H. E. & W. T. & H&S. Ry
representives of the above named Road. testify that head

End Men working under us employed on Passenger Train are performing

Train-men duties though classed as restricted Porter,

(Conducter** J. I. Huff

Conducter W. L. Banks

Conducter L. Lockard

Conducter Wm Lampsing

con nsa
Joe Moore

Conducter

Engineers H. M. Hotle

" O. A. Pape

address ~~W. C. Mathews~~
~~# 1910 Stevens St~~
Houston Texas

C. M. Banks
1007 West St
Houston

1. Pay roll will show these men have never received any of the back time due them from June 1-1918 to Dec 31-1919

2. These men were not instructed concerning being reclassed until april 30-1919 therefore there is no question as to how they should be paid. How to get payment

3. Doesn't Genl Order 27 prohibit any T.T. Co from abolishing a position to evade any new award. & doesn't Supt 12 & 16 take care of just this case

F.

E-38-11-A

FILE

October Seventh,
Nineteen Nineteen.

Mr. C. M. Banks, Chairman,
General Committee Colored Trainsmen of America,
413 Milam St.,
Houston, Texas.

Dear Sir:

Referring to your letter of September 16th, addressed to Mr. J. A. Franklin, Assistant Director, relative to the claim of colored trainmen for back pay due them from July 1st, 1918 to December 31st, 1918, and protest against the H.E.& W.T. Railroad reclassifying these men "restricted" porters.

Before taking this matter up further I wish you would advise me whether, when these men were reclassified as "restricted" porters, white brakemen were employed in their places to perform the brakemen's duties; and if not, whether they still perform the duties of trainmen the same as before reclassification.

Yours very truly,

H. P. Daugherty

Assistant Director.

COPY

Il-as

Form G-77

2—8675

M. H. BUCKNER
President

E. H. ADAIR
Vice President

J. H. WESLEY
Treasurer

C. M. BANKS
Secretary

Colored Trainmen of America

Supreme Lodge

TRUSTEES

H. Simmons
G. L. Parr
H. Gibbs
J. Jefferson
Z. Hampton
W. Fields
J. M. Knight

GRIEVANCE COMMITTEE

M. H. Buckner
C. M. Banks
B. W. Bacon

B. G. McCULLOUGH
Financial Secretary

413 Milam Street, Houston, Texas

October 16, 1919.

DIVISION OF LA
OCT 20 1919

Mr. H. P. Daughterty,
Ass't Director Div. of Labor,
Washington, D. C.

Honored Sir:-

In answer to your letter of the 7th Inst., File 38-11-a, Subject, Brakemen H. E. & W. T. R. R., there are no white Breakmen employed on above mentioned road. This road employs colored Brakemen exclusively.

The men who are now classed as re-stricted Porters applied and entered service as Breakmen as applications will show and secured passenger runs through seniority. Though restricted, they are performing trainmen's duties and have never stopped; evidence of which was furnished in my letter of September 16th to Mr. J. A. Franklin, signed by Conductors and Engineers under whom these men are working.

The back time we claim for these men is from June 1, 1918 to April 30th, 1919 because these men were not restricted until April 30th, 1919, a difference of $18.33 per month, in as much as Mr. B. F. Bush granted that amount to Mr. Franklin when our committee was before him. See file in Mr Franklin's office(Gulf Coast Lines H. E. & W. T.)

The difference for 1919 should be $42.55 per month as $120 is the pay Brakemen on these runs are receiving at present.

As for restricting these men, we wish a hearing on that matter and would appreciate an early reply. We deem it contrary to ruling of Supplement 16; it is in our opinion, a reduction of crews--See Sup. 16-Sec. C. & D.-Art. 4; in fact just such matters were discussed with Messrs Franklin and Lake while we were before them last.

We are hoping to have a settlement. These men are further instructed that if they wish to enter trainmen service again, to make new application and loose all their seniority after years of service. I thank you.

Yours very truly,

C M Banks

Gen'l Committee, C. T. of A.

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

1919 OCT 31 PM 6 09

239AN 15

HOUSTON TEX 30 6P 31

H P DAUGHERTY 743

ASST DIECTOR DIVN OF LABOR WASHINGTON DC

WIRE INFORMATION FILE E THIRTY EIGHT ELEVEN A SENT YOU INFORMATION REQUESTED ON SIXTEENTH

C M BANKS.

DIVISION OF LABOR.

NOV 1 1919

Form G-7

TELEGRAM

2—4406

UNITED STATES RAILROAD ADMINISTRATION

[redacted] Director General of Railroads

Sent from Washington, D. C., Nov. 3, 1919., [redacted]

C. M. Banks, Chairman,
Colored Trainmen of America,
413 Milam Street,
Houston, Texas.

Your letter October sixteenth and wire thirty-first. The entire colored train porter situation is under consideration and everything possible being done as fast as consistent to bring about final determination and feel that we are now at a point when it will only be a short time until a complete understanding is reached.

H. P. Daugherty,
Assistant Director.

11

WU frank 75286-C

Form 1201

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT
62NO NW 30

P HOUSTON TEXAS 1115AM NOV 18 1919

MR W S CARTER 1644

DIRECTOR DIV OF LABOR WASHINGTON DC

PLEASE FURNISH INFORMATION ON FILE E THIRTY EIGHT ELEVEN A CONCERNING HOUSTON EAST AND WEST TEXAS RESTRICTED TRAIN PORTERS OR DO YOU WISH ADDITIONAL DATA WIRE CARE WESTERNUNION MY EXPENSE

C M BANKS

1250 PM

DIVISION OF LABOR.

NOV 18 1919

m G-7

TELEGRAM

2—8406

UNITED STATES RAILROAD ADMINISTRATION

[redacted], Director General of Railroads

Sent from Washington, D. C., November 20, 1919, 1918

C. M. Banks,
413 Milam St.,
Houston, Texas

YOUR WIRE EIGHTEENTH THERE IS NO ADDITIONAL DATA NEEDED STOP

THE COLORED TRAIN PORTER SITUATION IS NOT PROGRESSING AS FAST AS WE HAD

EXPECTED BUT WE HOPE TO GET SOMETHING DEFINITE VERY SOON

W. S. Carter

11/as
Frank No. WU-16886-C

L-C 27
7.7

R-38-11-A

Mr. W. B. Scott, Federal Manager,
Houston East & West Texas Railroad,
Houston, Texas.

December 13, 1919.

Dear Sir:

We are in receipt of a communication from Mr. C. K. Banks, Chairman, General Committee of Colored Trainmen in America, enclosing circular No. 176 issued by R. T. Walker, Superintendent, April 30th, 1919, relative to "restricted" porters, and statement signed by conductors and engineers to the effect that head-end men working under the m were performing trainmen's duties, although classed as "restricted" porters, copies of which I am attaching.

He states that there are no white brakemen employed on the Houston East & West Texas Railroad, and the men who are now classed as "restricted" porters applied for and entered service as brakemen, as their applications will show, an d secured passenger runs through seniority, and although restricted they are performing trainmen's duties and have never discontinued doing so.

Some time last April a committee of the Colored Trainmen of America came to Washington and met representatives of the Division of Labor and Division of Operation in regard to the compensation for this class of employes, and at that time the question was taken up with Regional Director Bush, and I am enclosing a copy of his telegram dated April 16th, 1919, in which he states that the compensation for passenger brakemen would be $95.88. The committee were satisfied with this ruling, but it seems it was not applied, and they are now claiming back time from June 1, 1918 to April 30, 1919, the time these men were classed as "restricted" porters and paid $77.55 per month, greating a difference of $18.33 per month, also back pay for the difference for 1919 under Supplement No. 16, a difference of $42.55 per month.

Will you kindly investigate this claim and advise me at your earliest convenience what action will be taken.

Very truly yours,

Cc to Mr. B. F. Bush,
Regional Director.

H. P. Daugherty

Assistant Director.

11/as

E-38-11-a

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SOUTHWESTERN REGION

MORGAN'S LOUISIANA & TEXAS RAILROAD
IBERIA & VERMILION RAILROAD
LOUISIANA WESTERN RAILROAD
LAKE CHARLES & NORTHERN RAILROAD
TEXAS & NEW ORLEANS RAILROAD
GALVESTON, HARRISBURG & SAN ANTONIO RAILROAD
HOUSTON & TEXAS CENTRAL RAILROAD

HOUSTON EAST & WEST TEXAS RAILROAD
HOUSTON & SHREVEPORT RAILROAD
SOUTHERN PACIFIC TERMINAL
DIRECT NAVIGATION LINES
SAN ANTONIO & ARANSAS PASS RAILROAD
SAN ANTONIO, UVALDE & GULF RAILROAD
TRINITY & BRAZOS VALLEY RAILROAD

W. B. SCOTT,
FEDERAL MANAGER

SOUTHERN PACIFIC BUILDING
HOUSTON, TEXAS

Houston, Tex., Dec. 18, 1919.

Application of Supplement No. 12 to General Order No. 27, Train Porters:

DIVISION OF LABOR

Mr. H. P. Daugherty,
Asst. Director, Division of Labor,
Interstate Commerce Commission Bldg.,
Washington, D. C.

Dear Sir:

DEC 22 1919

Receipt of your letter December 13th in regard to complaint from colored train porters on the H.E. & W.T. R.R. is acknowledged.

In reply will state that passenger trains on that line are manned by a conductor, a brakeman, and a train porter, or three men. The brakeman, who is commonly called the flagman or rear man, is paid the rates specified in Supplement No. 16; the train porter, who is the head man, is not required to perform any of the service specified in Supplement No. 12 to General Order No. 27.

Prior to receipt of the Supplement there were no rules or regulations in effect outlining or specifying in any way the duties to be performed by train porters. However, to keep down controversies and to make proper application of the Supplement, conductors were instructed not to require train porters to perform any of the duties specified in the Supplement, as the railroad did not consider it necessary for them to do so.

I have not as yet had time to conduct a detailed investigation based on the statement, which is claimed to have been signed by the conductors and engineers on the H.E. & W.T., that the colored train porters were required to perform brakemen's work. However, Conductor Joe Moore, whose name appears on the statement, was in the office this morning, and when shown the statement submitted with your letter, he stated that the appearance of his name on the document was a forgery, as he had not signed it, but had refused to do so, and was carrying out the instructions contained

(Application of Sup.No.12 to
Gen.Order No.27,Train Porters)

Mr. H. P. Daugherty - 2.

in circular No. 76 issued under date April 30, 1919, by Superintendent Walker. I will conduct full investigation in the matter and give you further reply at an early date.

With respect to the rates listed in Mr. Bush's telegram of April 16th, wish to advise that those rates were applied to the brakemen on the H.E. & W.T.

The only matter in dispute is the claim of train porters for brakemen's pay. The railroad holds that they are not required to perform brakemen's duties, and are, therefore, not entitled to brakemen's pay.

Yours truly,

W B Leech

cc B. F.Bush,
Regional Director.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SOUTHWESTERN REGION

DIVISION OF LABOR.

MORGAN'S LOUISIANA & TEXAS RAILROAD
IBERIA & VERMILION RAILROAD
LOUISIANA WESTERN RAILROAD
LAKE CHARLES & NORTHERN RAILROAD
TEXAS & NEW ORLEANS RAILROAD
GALVESTON, HARRISBURG & SAN ANTONIO RAILROAD
HOUSTON & TEXAS CENTRAL RAILROAD

HOUSTON EAST & WEST TEXAS RAILROAD
HOUSTON & SHREVEPORT RAILROAD
SOUTHERN PACIFIC TERMINAL
DIRECT NAVIGATION LINES
SAN ANTONIO & ARANSAS PASS RAILROAD
SAN ANTONIO, UVALDE & GULF RAILROAD
TRINITY & BRAZOS VALLEY RAILROAD

W. B. SCOTT,
FEDERAL MANAGER

SOUTHERN PACIFIC BUILDING
HOUSTON, TXAS

JAN 8 1920

Application - Supplement 12, G. O. 27 - Train Porters:

Houston, Texas, Jan. 2-1920.

Mr. H. P. Daugherty,
Asst. Director, Division of Labor,
Washington, D. C.

Dear Sir:

Supplementing letter of December 18th: General Manager Waid, who was on the HE&WT line on the date your communication reached me, was requested to personally investigate the situation and his report, which called for an interview with each of the signers of the petition enclosed with your letter, explains that the train porters, whose duties are restricted, have not been required to and are not performing any brakeman's duties, particularly those specified in Supplement No. 10 to General Order 27, as evidenced by the enclosed statements signed by each of those whose name was attached to the original petition.

These statements, with the exception of that signed by J. B. Moore, are all of one form as, on investigation, found that these conductors and engineers had simply signed a petition as the easiest way around a difficulty and without any idea that their signatures acknowledged a violation of the existing instructions, and meant further trouble for them. They have all been taken to task.

I do not feel that there is anything wrong about the assignment and on these particular trains there is nothing to require train porters to perform duties of brakemen, except a desire to make themselves useful and, if at all possible, change his classification in order to secure the higher rates of pay.

Yours truly,

W B Scott

Encl.

C O P Y

Houston, Texas, December 27, 1919.

Mr. R.T.Walker,
Superintendent, HE&WT,
Houston, Texas.

Dear Sir:

Referring to our conversation in regard to claim made by train porters on the HE&WT for brakemen's pay; wish to advise that the porter on my train has never been required to perform the duties of a brakeman as specified in Supplement No. 12 to General Order No. 27. On receipt of your Circular Instructions No. 176, I instructed my porter specifically not to perform any of the duties outlined in your circular, and I wish to certify to the fact that this service has not been performed. I signed the statement presented to me by the porters without giving the matter my consideration and thinking there was nothing to it.

Yours truly,

(Signed) J. I. Huff

Conductor, HE&WT RR.

C O P Y

Houston, Texas, December 27, 1919.

Mr. R. T. Walker,
Superintendent, HE&WT,
Houston, Texas.

Dear Sir:

Referring to our conversation in regard to claim made by train porters on the HE&WT for brakeman's pay; wish to advise that the porter on my train has never been required to perform the duties of a brakeman as specified in Supplement No. 12 to General Order No. 27. On receipt of your Circular Instructions No. 176, I instructed my porter specifically not to perform any of the duties outlined in your circular, and I wish to certify to the fact that this service has not been performed. I signed the statement presented to me by the porters without giving the matter any consideration and thinking there was nothing to it.

Yours truly,

(Signed) I. Lockard

Conductor, HE&WT RR.

C O P Y

Houston, Texas, December 27, 1919.

Mr. R. T.Walker,
Superintendent, HE&WT,
Houston, Texas.

Dear Sir:

Referring to our conversation in regard to claim made by train porters on the HE&WT for brakeman's pay; wish to advise that the porter on my train has never been required to perform the duties of a brakeman as specified in Supplement No. 12 to General Order No. 27. On receipt of your Circular Instructions No. 176, I instructed my porter specifically not to perform any of the duties outlined in your circular, and I wish to certify to the fact that this service has not been performed. I signed the statement presented to me by the porters without giving the matter any consideration and thinking there was nothing to it.

Yours truly,

(Signed) Wm. Campsey

Conductor, HE&WT RR.

C O P Y

Houston, Texas, December 26, 1919.

Mr. R. T. Walker,
Supt. H E & W T R R.
Houston, Texas.

Dear Sir:

Reference is made to your letter of even date, subject matter, circular pertaining to the restricted duties of porters on trains three and four.

After receiving the aforesaid circular, same was read to my porter Wesley Robinson, and carefully explained to him, and he was fully advised, there could be nothing in common, as between him and the porter, as the subject was a question of wages between himself and the company, and that if there were any differences, they must be adjusted by himself and associates, The duty of your conductor, was simply to see, that Wesley performed his duties, as defined by this circular, and if he has done any other duties, it was entirely of his own accord, and not the instructions of your conductor.

In conclusion, shall state that in the signing of that statement, to the porters it was simply signed in the form of a petition, and in no way intended to disobey a positive rule or to be in any way disloyal to this company, or to this government.

Yours very truly,

(Signed) Wm. D. Davis

Williams D. Davis,

D/8.

C O P Y

Houston, Dec 26 - 1919

Mr. R.T.Walker,
Supt HE&WT Ry
Houston Tex

Dear Sir

Refering to your request for an explanation for my name signed to a petition which the negroes porters on our line sent to Washington to the Asst Director of labor in Sept. will state the petition was handed to me at Goodrich by Will Matthews Porter who was Deadheading on delayed No 3 - for me to sign and after reading same I told him I could do nothing for him as I was not Legislating for the negro Porters and if you remember on my return from Shreveport I advised you that a Petition was being circulated by the Porters, and I will say if my name shows on the document it was forged.

Yours truly,

(Signed) J B Moore

Condr

C O P Y

Houston, Texas, December 27, 1919

Mr. R. T. Walker,
Superintendent, HE&WT,
Houston, Texas.

Dear Sir:-

Referring to our conversation in regard to claim made by train porters on the HE&WT for brakeman's pay: wish to advise that I have never required or requested train porter to perform the duties of a brakeman as specified in Supplement No. 12 to General Order No. 27. I am aware of the fact that instructions were issued to conductors and train porters to the effect that porter would not be required to do this work, and I wish to certify to the fact that this service has not been performed. I signed the statement presented to me by the porters without giving the matter any consideration and thking there was nothing to it.

Yours truly,

(Signed) O. A. Pope

Engineer, HE&WT RR

C O P Y

Houston, Texas, December 27, 1919

Mr. R. T. Walker,
Superintendent, HE&WT,
Houston, Texas.

Dear Sir:-

Referring to our conversation in regard to claim made by train porters on the HE&WT for brakeman's pay: wish to advise that I have never required or requested train porter to perform the duties of a brakeman as specified in Supplement No. 12 to General Order No. 27. I am aware of the fact that instructions were issued to conductors and train porters to the effect that porter would not be required to do this work, and I wish to certify to the fact that this service has not been performed. I signed the statement presented to me by the porters without giving the matter any consideration and thinking there was nothing to it.

Yours truly,

(Signed) H. M. Hottle

Engineer, HE&WT RR

C O P Y

HOUSTON EAST & WEST TEXAS RAILROAD

4-30-19

C I R C U L A R N O 76

TO ALL CONDUCTORS
AND PORTERS

Train Porters on runs 1, 2, 3 and 4
Between Houston and Shreveport, La.

will not be required to perform the following duties:

(a) Inspect cars and test signal and brake apparatus for the safety of train movement.

(b) Use hand and lamp signals for the protection and movement of trains.

(c) Open and close switches.

(d) Couple and uncouple cars and engines and the hose and chain attachments thereof.

(e) Compare watches when required by rule.

These men will be classified as "restricted" porters and conductors must understand that they will not be required to perform the above duties.

Be governed accordingly.

Yours truly,

R. T. Walker
Superintendent

May, 1919 "NO ACCIDENT MONTH)
Let us build a record to be proud of.
W.B.Scott.

B-38-11-A

January 24, 1920.

Mr. C. M. Banks,
413 Milam St.,
Houston, Texas.

Dear Sir:

Referring to your correspondence relative to the complaint of colored train porters on the Houston East & West Texas Railroad that they are not being paid in accordance with Supplement No. 12to General Order No. 27, although required to perform the duties of head-end brakemen; and furnishing statement signed by conductors and engineers to the effect that they are performing trainmen's duties although classed as "restricted" porters.

This question was taken up with the Federal Manager for investigation, and he advises that passenger trains on the H.E.& W.T. Railroad are manned by a conductor, brakeman and train porter. The brakeman, who is commonly called the flagman or rear man, is paid the rates specified in Supplement No. 16. The train porter, who is the head man, is not required to perform any of the service specified in Supplement No. 12 to General Order No. 27.

Prior to the receipt of this Supplement there were no rules or regulations in effect outlining or specifying in any way the duties to be performed by train porters. However, to keep down controversies and to make proper application of the supplement, conductors were instructed not to require train porters to perform any of the duties specified in the Supplement, as the railroad did not consider it necessary for them to do so.

Regarding the statement signed by conductors and engineers that head-end men working under them on passenger trains are performing trainmen's duties although classified as "restricted" porters. This feature was also taken up by the Federal Manager, and he encloses statements from the conductors and engineers signing the petition, which reputiates their former statement. Their substance are as follows — that the porter on their train has never been required to perform the duties of a brakeman as specified in Supplement No. 12 to General Order No. 27, and that on receipt of Circular

instructions No. 176 they instructed the porters specifically not to perform any of the duties outlined in the circular, and wish to certify to the fact that this service has not been performed. Also that they signed the statement presented to them by the porters without giving the matter consideration and thinking there was nothing to it.

For your information, the entire colored train porter situation throughout the country has been investigated and developed and laid before the Director General personally, and is now receiving consideration by his office, and we are looking for a determination regarding same every day.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E-38-11-A

January 24, 1920.

Mr. W. B. Scott, Federal Manager,
Houston East & West Texas Railroad,
Houston, Texas.

Dear Sir:

I wish to acknowledge receipt of, and thank you for, your letters of December 18th and January 2nd, having reference to the claim of C. M. Banks that train porters on your road are performing brakeman's duties, although classified as porters.

Very truly yours,

H. F. Daugherty

Assistant Director.

11/as

J. G. COLE

FILE WITH MR. E. M. ALVORD

December 17, 1920.

6-3811-a

Mr. E. M. Alvord,
Assistant to Director General,
United States Railroad Administration,
Washington, D. C.

Dear Sir,-

Returning file which accompanied your letter of December 16th, and which concerns claim for application of Supplement No. 12 to the train porters in southern territory.

This complaint is a request to apply classification of brakemen to employes known as "train porters", whose principal duties are not those of brakemen and whose performance of any of the duties of a brakeman is only incidental.

Suitable and generous increases were made in their compensation by the application of Supplement No. 26, January 12, 1920, retroactive to November 1, 1919, and they are not entitled to any further consideration. Claim should be denied.

Yours respectfully,

V

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON

ASSISTANT TO THE DIRECTOR GENERAL

E. M. ALVORD

December 16, 1920.

Railway Board of Adjustment No. 1.
DEC 16 1920

Dear Mr. Code:

A few days ago I spoke to you regarding the application of John L. Long an attorney claiming to represent Porters on a number of the Southern roads in their claims for application of Supplement Number 12 to their wages.

I wish you and your associates would examine this file carefully and advise me what should be said to the Director General about it.

Sincerely yours,

E M Alvord

J.P. Code, Esq.,
Railway Board of Adjustment Number 1,
U.S. Railroad Administration.

JOHN L. LONG
ATTORNEY-AT-LAW
MUTUAL BUILDING
RICHMOND, VIRGINIA

152010
Pay

December 1, 1920.

DEC 2 1920

Mr. E. M. Alvord,
Assistant to Director General,
U. S. Railroad Administration,
Washington, D. C.

Dear Sir;

In re Supplement No. 12 to General Order No. 27.

I would very much appreciate it if you will let me have the Director General's ruling upon my request of November 4, 1920, filed with you and receipt of which was acknowledged by you under date of November 5, 1920.

Very truly yours,

JLL*H

John L. Long

December 16, 1920.

Mr. E. N. Alvord,
Assistant to Director General,
United States Railroad Administration,
Washington, D. C.

Dear Sir,-

Replying to your letter of December 15th, and returning attachments, relating to compensation of supervisory officers.

As directed, I have consulted with my associates and we are of the opinion that adjustment of compensation to supervisory officers of the Electric Power Department should be made on the same basis and retroactive to the same date as shown in the case of the supervisory officers in the equipment department.

Yours very truly,

V

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON

ASSISTANT TO THE DIRECTOR GENERAL

E. M. ALVORD

December 15, 1920.

Dear Mr. Code:

I wish you would consider my letter of December seventh addressed to Vice President Crowley of the New York Central and his reply under date of December tenth and consult with your associates and tell me if you think the increased pay of the supervisory officers of the Electric Power Department of the New York Central should be made retroactive to June 1, 1918. This increased pay refers to adjustments made on August 9, 1919 and made retroactive to the supervisory officials of the Mechanical Department but not to the Electric Power Department.

I think you have in your files a copy of the Regional Directors' recommendation in this matter which was approved by Mr. McAdoo.

Please return papers with your advice.

Sincerely yours,

E M Alvord

J.J. Code, Esq.,
Railway Board of Adjustment Number 1,
U.S. Railroad Administration,
City.

E38-11A JOHN DUPEE + WM. CHAMBERS

E38-11A

June 15, 1926.

Dear Sir:

Your letter of the 29th ultimo, addressed to Mr. J. R. McCarl, Comptroller General of the United States, relative to claims of John Dupee and William Chambers, has been referred to this office.

Claims of these men have been before the Railroad Administration on numerous occasions in the last four years and have been advised through correspondence with Mr. Charles J. Brown, their spokesman, that there was no merit to their claims and that the statute had run against same.

Section 206 (a) of the Transportation Act, 1920, contains a definite statute of limitation as to the enforcement of claims against the Director General. That limitation expired on March 1, 1922 and the Director General has no authority to pay out Government funds to liquidate claims that are barred by the statute.

As your constituents did not file suit prior to the running of the statute, and in accordance with the above, the claim cannot be considered at this late date.

It is, therefore, necessary for me to advise that claims of your clients are declined.

Sincerely yours,

A. W. Stoll,
Chief Clerk.

Mr. Harry W. Kroeger,
Attorney at Law,
918 Security Building,
St. Louis, Mo.

AWS/hp

JSC-911 1st Ind.

General Accounting Office, Claims Division. June 11, 1926.
To-Director, U. S. Railroad Administration, Washington, D. C.

The attached communication from Harry W. Kroeger, Attorney at Law, 918 Security Bldg., St. Louis, Missouri, is forwarded as a matter pertaining to your office.

J. R. McCarl
Comptroller General
BY Orpendo F. Sykes

DIRECTOR OF RAILROADS
JUN 13 192

HARRY W. KROEGER
ATTORNEY AT LAW
918 SECURITY BUILDING
ST. LOUIS

GENERAL ACCOUNTING OFFICE
JUN 1 1926
RECEIVED
OFFICE OF CONTROLLER GENERAL
GENERAL ACCOUNTING OFFICE
CLAIMS DIV. CIVIL
JUN 2 1926
RECEIVED
GENERAL ACCOUNTING OFFICE
JUN 1 1926
CIVIL DIVISION

May 29, 1926.

Mr. J. R. McCarroll,
Controller General of the United States,
Washington, D. C.

IN RE:--United States Railway Administration
Claim No. C-13,953 - John Dupee and
William Chambers.

Dear Sir:

Under date of August 14, 1923, these parties received acknowledgment of their claims bearing the above number from the General Accounting office, Civil Division, Treasury Department. Subsequently they state, they were advised that credit was given to the L. & N. Railway Company in adjustments after Federal control on account of these claims.

I wrote on March 29, 1926, to the General Accounting office for information as to the present status of these claims, but have not as yet been favored with a reply. I was perhaps guilty of incorrectly addressing my inquiry and trust that I may obtain some information through your office.

I am,

Very truly yours,

Harry W. Kroeger

Form L-1

UNITE[redacted]RATION

DIRECTOR GENERAL OF RAILROADS

FILE NO. E-38-14-a

WILL LEE - Hope, Ark.

L + A RR

SUBJECT: Correspondance pertaining to Application of Supplement No. 12 to General Order No.27 as to Rates of Pay for Brakemen.

Volume No. _____

From _____

To _____

DIVISION OF LABOR

Hope, Ark., March 18", 1919.

#12

Respectfully referred to

Hon. W. S. Carter, D. Div. Lbr.,

Washington, D. C.

At the request of the "Wage Board", we are writing you in behalf of ourselves, the brakemen on the L. & A. Passenger trains, for your interpretation of Supplement # 12, to General Order # 27.

We now receive only $65.00 per month on our road, while other brakemen on similar roads receive the standard rate of pay.

We would like to also add that we have no time off, but make a trip every day of each month.

Yours truly,

Will Lee,

R Dowdy
J Mewashington
Jas Smith
Wiley Turner
Frank Robinson
Calybus Williams
H Davis

E-38-#11-a

Index

April 21,1919

Mr. Will Lee, Brakeman,
L.& A. R.R.,
Hope, Arkansas.

Dear Sir:

This will acknowledge receipt of your letter of March 18th, with reference to application of Supplement No. 12 to General Order No. 27.

On April 7th instructions were issued to all Regional Directors to apply the Supplement as issued.

If there are any injustices in or misapplications of the wage order arising, I would suggest that you endeavor to adjust the matter personally with your superior officer, rather than a personal settlement that the matter be handled thru your organization, if you belong to an association of railroad employes. Should you not belong to an employes' organization, a joint statement of fact should be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached. Upon receipt of such a statement in this office, the matter will be adjusted.

Yours for the Victory Loan,

A. A. FRANKLIN

T-gh

Form R R A 10 H

UNITED S[redacted]ON

J. W. McGee

FILE NO. 60-38-11-a

SUBJECT: Complaint of Colored trainmen on the I G N RR about application of Supplement No 12 to General Order No. 27

Volume No. ____

From ____

To ____

DIVISION OF LABOR

E-36-11

J. A. GRUMBLES, President
C. B. Johnson, Vice-Pres.
B. K. Maynard, Sec.
Mrs. J. D. Lowery, Ass't Sec.
Mrs. P. A. Williams, Treas.
J. G. Wimberly, Attorney

SAN ANTONIO BRANCH

National Association for the Advancement of Colored People

514 N. PINE STREET

EXECUTIVE COMMITTEE:
O. J. Carter
S. J. Sutton
J. W. Williamson
Mrs. E. S. Ratliff
Mrs. N. L. Howard
G. W. Beard

DIVISION OF LABOR

San Antonio, Texas, Feb. 17, 1919. 19

Hon. W.S. Carter,
Director, Division of Labor.
Washington, D.C.

FEB 20 1919

Dear Sir:

The undersigned committee has petitioned the railroad Managements according to Circular No. 3, with no tangible results, to know why some colored brakemen employed on passenger trains in the Southwestern Region have not received their increase and back time retroactive from June I, 1918, as ordered in Supplement No. 12 to General Order No. 27.

The Managements of the S.P. and the S.A.& A.P. railroads have complied with said Supplement, by paying their colored brakemen accordingly, while the S.A.U.& G., M.K.& T., and the I.& G.N. railroads have not.

Please investigate this matter, and kindly inform us what disposition has been made with Supplement No. 12 to General Order No. 27, and why it is we have not been paid accordingly.

Respectfully submitted,

J. W. McCree, Gen. Ch'm. & Sec.
315 Arbor Place,
San Antonio, Texas.

Jesse A. James, Rep. M.K.& T. Ry.,
227 Spruce, St.,
San Antonio, Texas.

R. B. Peterson, Rep. S.A.U.& G.Ry.,
1905 W. Commerce St.,
San Antonio, Texas.

Feb. 25,1919.

E-38-11

Mr. J. W. McCree,
315 Arbor Place,
San Antonio, Texas.

Dear Sir:

This will acknowledge receipt of your letter of Feb. 17th signed by yourself and representatives James and Peterson making complaint that the S. A. U. & G. RR, M. K. & T. RR and the I. & G. N. RR have not as yet put Supplement #12 into effect.

This is to advise you that we are today taking this matter up with the Federal Manager of each of these roads for investigation and report as to why this Supplement has not been put into effect and as soon as I hear from them you will be advised.

Very truly yours,

J.A. FRANKLIN
Assistant Director.

S-AR

Feb. 25, 1919.

E-3R-11

Mr. W. B. Scott,
Federal Manager, S.A.U. & G. RR,
Houston, Texas.

Mr. L. Kramer,
Federal Manager, M. K. & T. RR,
St.Louis, Mo.

Mr. J. S. Pyeatt,
Federal Manager, I. & G. N. RR,
Dallas, Texas.

Gentlemen:

We are in receipt of complaint from General Chairman McCree, of the San Antonio Branch, National Association for the Advancement of Colored People, San Antonio, Texas which is signed by himself and Representative James of the M. K. & T. and Peterson of the S. A. U. & G. RR, that Supplement #12 to General Order #27 has not been put into effect on the S. A. U. & G., M. K. & T. and the I. & G. N. Railroads, and in order that you may have all the facts in the case, I am attaching hereto copy of letter referred to and would kindly ask that you have this matter investigated and advise that which I may say to these parties as to the application of this Supplement to the Roads referred to.

Very truly yours,

J. A. FRANKLIN

Assistant Director.

S-AR

Copy to Mr.B. F. Bush,
Regional Director.
St.Louis,Mo.

E 38 11

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL

WASHINGTON, D. C.

B. F. BUSH,
REGIONAL DIRECTOR

SOUTHWESTERN REGION

RAILWAY EXCHANGE BLDG.,
ST. LOUIS, MO.

DIVISION OF LABOR.

Supplement 12, General Order No. 27, classification of porters:

February 28th, 1919.

Mr. J. A. Franklin,
Assistant Director, Division of Labor,
Interstate Commerce Bldg.,
Washington, D. C.

MAR 3 1919

Dear Sir:-

Referring to your letter of the 25th inst., file E-38-11, to Federal Managers Scott, Kramer and Pyeatt, above subject:

This can best be answered by reference to copy of my letter attached, which gives instructions to all of our Federal Managers as to just how to handle the matter.

Yours truly,

B. F. Bush

On B. & O. No. 3, January 18, 1919.

10-27-33

Interpretation of Supplement 12 to
General Order 27 -- classification
of porters:

Mr. A. Robertson,
Federal Manager, Missouri Pacific Railroad, etc.,
St. Louis, Mo.

Dear Sir:-

Answering your letter of the 9th inst., file F-R, above subject:

On discussing this matter in Washington have concluded that, pending decision of Adjustment Board in case which has been submitted by the Southern Region, you will make no change in classification of train porters on the Missouri Pacific.

For the present, at least, we will construe Supplement No. 12 to mean that no matter how many of the five items referred to are performed by train porters, their classification as train porters will not be changed -- in view of Article 3, which reads:

> "This order shall not curtail the duties of employes heretofore classes as train porters."

Yours truly,

Signed -- B.F.Bush.

Copy District Director,
Federal Managers,
with copy of Mr. Robertson's letter 9th.

COPY

Form G-18

FILE NO.

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

SUBJECT:

March 6, 1919.

MEMORANDUM for MR. W. S. CARTER:

Please note attached letter from Regional Director Bush, and carbon copy of his letter to Federal Manager Robertson of the Missouri Pacific Railroad, outlining policy of the railroads under his jurisdiction with reference to application of Supplement No. 12 to General Order No. 27, which gives to colored train employees performing same service as white ~~porters~~ trainmen the same rates of pay and classification.

Mr. Bush's bulletin would indicate that some question has been taken up for decision or interpretation; however there is no record of any such case passing through my hands either for decision of an Adjustment Board or interpretation by the Wage Board.

Do you have any information with regard to this question being discussed at any conference which you attended, or have you information that it was discussed between the Regional Directors and representatives of the Transportation Brotherhoods during recent conference?

You will note that this communication written by Mr. Bush is dated January 18th, which would indicate that the application of Supplement No. 12 has been held up for some time.

H. H. R. HHR

4-MBL

J. A. GRUMBLES, PRESIDENT REV. L. H. RICHARDSON, VICE-PRES. B. K. MAYNARD, SECRE... MRS. JULIA E. KELLEY, TREASURER

E 3811

SAN ANTONIO BRANCH

NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE

EXECUTIVE COMMITTEE

AUGUSTUS JOHNSON
VAN D. WRIGHT
MRS. F. H. DILLON

MRS. M. A. ENGLISH
MRS. M. A. DAVISON
H. W. HAWKINS

F. E. LEWIS
ANDERSON JONES
B. A. MABRY

JOS. G. WIMBERLEY, ATTORNEY FOR ASSOCIATION

1115 WYOMING STREET

CURTIS PARRISH SR. SECRETARY TO PRESIDENT.

San Antonio, Texas,
March 31, 1919.

Hon. W.S.Carter,
Director, Division of Labor.
Washington, D. C.

Dear Sir:

Your letter of Feb. 25, 1919, stating that immediate invesitgation would be made as to why Supplement No.12 to General Order No.27 has not been put into effect by some of the Federal Managers, is received.

This committee has waited very patiently for a reply as to the result of the investigation.

This Supplement was put into effect by some of the railroad Managements, but later on, before some of us received the benefits, the Supplement was held up, claiming, for interpretation.

Many of us with our small earnings have made extreme sacrifices in purchasing Liberty Bonds, War Saving Stamps, etc., expecting in the near future to be compensated for our services in accordance to General Order No.27 Article VI.

The United States Board of Publicity, the Federal and General Managers are insisting upon us to take out Victory Liberty Loans, in order to save the Country and the men who fought for Universal Democracy.

We realize that we are serving the Government and the public interest, and we have a supreme devotion for our Country. We have the highest regards for the rights and feelings of others, and our discipline is based upon mutual respect and sympathy, and our greatest desire is to serve the Government and the public faithfully and efficiently.

We truly hope that these Federal and General Managers are not trying to evade carrying out said Supplement, for we are qualified and regularly required to perform the essential duties outlined in Supplement No.12 to General Order No.27, and are therefore dessignated by the Director General of Railroads, as passenger brakemen or flagmen, and should be paid accordingly.

DIVISION OF LABOR.

We respectfully ask you to make further investigations as to why this Supplement has not been put into effect, and please see that we get a square deal, as the Director General has intended.

We have taken up this matter according to Circular No.3, with no tangible results, and at your request we will send you a copy of all our previous communications.

Respectfully yours,

J. W. McCree Chairman
Representing 30 Col. Trainmen I.&GNRy.
315 Arbor Place, San Antonio, Texas,

C. St. Clair Supplement 12 put into effect 11/19 and withdrawn Feb. 1st 1919.
Rep. 80 Col. Trainmen S.P.Lines,
139 N.Swiss, St., San Antonio, Texas.

J A James
Rep. 30 Col. Trainmen M.K.&TRy.
227 Spruce, St., San Antonio, Texas.

J. W. McCree - Ch'm.

We are being paid
Rep. 1919 Col. Trainmen S.A& A.PRy.
207 Keer, St. San Antonio, Texas.

R B Peterson
Rep. 7 Col. TrainmenS.A.U.&G.Ry.
1905 W.Commerce, St. San Antonio.

J. A. Grumbles President
San Antonio Branch Nation Association for the Advancement of Colored People.
1115 Wyoming St. San Antonio, Texas.

APR 3 1919

April 22, 1919
File E-38-11

Mr. J.W.McCree,
Mr. C. St.Clair,
Mr. J. A. James
Mr. R.B.Peterson,
Mr.J.H.Grumbles,

1115 Wyoming St.,
San Antonio, Texas.

Dear Sirs:-

This will acknowledge receipt of yours of March 31st, with further reference to the application of Supplement No.12 to General Order No. 27, in which you complain that this Supplement has been held up by the managements of the roads on which you are employed.

You will please be advised that under date of April 7th, Supplement No. 12 was released and instructions issued to the Regional Directors to apply Supplement No.12 as issued.

This matter was taken up with Regional Director Bush, who advises that instructions will be issued to the Federal Managers to apply this order.

I assume, therefore, that the proper application of the order will now be made.

Yours very truly,

S.A. FRANKLIN
Assistant Director.

2-LFS

Form 1207 T

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Palestine Tex. 5/16 1919

Send the following message, subject to the terms on back hereof, which are hereby agreed to

To Hon. W. S. Carter

Street and No. Director, Division Labor.

Place Washington, D.C.

A Committee representing the Colored Trainmen in Southwestern Region will be in your city May 26 and remain a week or longer. They desire a Conference with you at your convenience. Please advise date and how. Subject Grievances and Adjustment of wage controversies.

J. C. Colar - La
E. S. Barbour, Okla
C. St. Clair, Texas

J. W. McCree Ch'm
315 Arbor Place
San Antonio Texas

SENDER'S ADDRESS FOR ANSWER

SENDER'S TELEPHONE NUMBER

Got Ans.

Copy. 1st Letter.

San Antonio , Texas,
November 25th, 1918.

INTERNATIONAL AND GREAT NORTHERN RAILROAD OF TEXAS.
Hon. J. L. Lancaster, Federal Manager, Dallas, Texas.
Hon. A. G. Whittington, General Manager, Houston, Texas.
Hon. H. D. Earl, General Superintendent, Houston, Texas.

Mr. J. R. Jones, San Antonio, Texas, Division Superintendent.
Mr. J. W. Knightlinger, Palestine, Texas, Division Superintendent.
Mr. J. B. Heafer, San Antonio, Texas.
Mr. R. D. Frame, Palestine, Texas, Train Masters.

(Gentlemen: The United States Railroad Administration, in order to standardize the wages and working conditions of Colored and White, or organized and unorganized labor, decreed that Colored men shall be paid the same rates of wages as are paid white men in the same capacities.)

We respectfully ask you to officially classify us as brakemen, and recommend us to the proper authorities, that we be paid brakemen's wages, and back time from June 1, 1918, according to the general Order 27, Article VI.

We are desirous of knowing your position on this matter, as we are preparing to send a representative to Washington.

Respectfully awaiting your reply.

J. W. McCree Gen. Ch'm. & Sec.
315 Arbor Place
San Antonio, Texas.

Committee
San Antonio Div.
J. H. Roberts.
Tony Rogers.
J. W. McDonald, Ch'm

Committee
Gulf Division
Chas. Bean
Albert Williams
Hallie Roberts
A. J. Booker, Ch'm.

COPY

Dallas, December 18, 1918 g

File 6-20

Classification of
Colored Trainmen.

Mr. J. W. McCree,
General Chairman & Secy.,
315 Arbor Place,
San Antonio, Texas.

Dear Sir:

I received your joint letter of November 25th, relative to classification of train porters, and beg to advise consideration was given to this matter by the Board of Railroad Wages and Working Conditions at hearings in the month of August, and their recommendations are now in the hands of the Director General for his consideration and determination.

It is expected that a decision will be announced in the very near future.

Yours truly,

(Signed) J. L. Lancaster

Federal Manager

COPY

San Antonio, Texas,
Feb. 18, 1918.

Hon. J. L. Lancaster,
Federal Manager,
Dallas, Texas.

Dear Sir:

Your letter of Dec. 18, 1918, stating that the classification of Colored trainmen was in the hands of the Director General for his decision.

Seeing the Managements of the S. P. and the S. A. & A. P. railroads complying with said Supplement, by paying their colored brakemen accordingly, while the I. & G. N. was not, we kindly ask you to investigate.

Respectfully yours,

(SIgned) J. W. McCree
Gen . Ch'm. & Sec.
315 Arbor Place,
Antonio, Texas.

Committee
San Antonio Division

J. W. McDonald
Tony Rogers
C. H. Rose
J. H. Roberts
J.

Committee.

Gulf Division.

A. I. Booker
Albert Williams
Chas. Bean
Hallie Roberts
W. B. Murphy.

COPY

Dallas, February 21, 1918 5

File 6-20

Classification of
Colored Trainmen:

Mr. J. W. McCree,
General Chairman & Secy.,
315 Arbor Place,
San Antonio, Texas.

Dear Sir:

I have your letter of February 18th, in connection with Supplement No. 12 to General Order No. 27.

It is not my understanding that train porters should be re-classified under Supplement No. 12, but I am handling for further instructions and as soon as I receive something definite, will communicate with you further.

Yours truly,

(Signed) J. L. Lancaster

Federal Manager.

COPy

San Antonio, Texas, March 31st,'19.

Hon. J. L. Lancaster,

Federal Manager,
Dallas, Texas.

Dear Sir:

Your letter of Feb. 21st received, stating that you were handling Supplement 12, for further instructions, as yet we have received no reply, neither have we received back pay.

We kindly ask you to inform us what disposition has been made with this supplement.

All we ask is a square deal, which we believe you will give us, as the Director General has intended.

Respectfully yours,

(Signed) J. W. McCree
Gen'l. Chairman and Sec.
315 Arbor Place,
San Antonio, Texas.

J. H. Roberts

Tony Rogers

J. W. McDonald

Committee San Antonio Division

A. I. Booker

Albert Williams

Chas. Bean

Committee Gulf Division.

T &

Copy.

Dallas, Texas, April 1, 1919, 4

File 6 - 20

Classification of
Colored Trainmen:

Mr. J. W. McCree,
General Chairman & Secretary,
315 Arbor Place,
San Antonio, Texas.

Dear Sir:-

Referring to your letter of March 31st, relative to the application of Supplement No. 12 to General Order No. 27:

As I advised you in my letter of February 21st, it is not my understanding that train porters should be reclassified, but I have asked for further instructions which have not as yet been received. When they are, I will communicate with you further.

Yours truly,

(Signed) H. L. Lancaster
Federal Manager.

Copy.

San Antonio, Texas, April 4,'19.

Hon. B. F. Bush,
Regional Director,
St. Louis, Mo.

Dear Sir:

This committee petitioned you on November 25th concerning wages and classification of Colored employees on passenger trains. As yet we have received no advice.

Will you kindly advise us why Supplement 12 has not been put into effect?

Respectfully,

J. W. McCree
Rep. I & G N Ry.
Jessie James
Rep. M . K & T Ry.

C.ST. Clair
Rep. S. P. Lines
R. B. Peterson
Rep. S A U & G Ry

J. W.McCree , Chairman and Sec.
315 Arbor Place, San Antonio Texas.

COPY

April 9th, 1919.

Application of Sup. 12
General Order No. 27:

Mr. J. W. McCree,
315 Arbor Place,
Sana Antonio, Texas.

Dear Sir:

Letter of Aoril 4th, signed by Messrs/ St. Clair, Peterson, James and yourself, received.

I am in correspondence at this time with the Administration authorities in Washington and hope we will soon be able to dispose of the matter referred to in your communication.

Yours truly,

Signed: B. F. Bush

Dallas, Texas, April 18, 1919. 4

COPY

File 6 - 20

Classification of

Colored Trainmen:

Mr. J. W. McCree,
General Chairman & Secretary,
315 Arbor Place,
San Antonio, Texas.

Dear Sir:-

Referring further to your letter of March 31st and my reply of April 1st relative to the application of Supplement No. 12 to General Order No. 27.

The General Manager, Mr. A. G. Whittington, at Houston, is today being fully advised as to the intent of Supplement 12 and I suggest you communicate with him regarding any portions thereof which are not entirely clear to you.

Yours truly,

(Signed) J. L. Lancaster

Federal Manager

CC - Mr. A. G. Whittington.

COPY

San Antonio, Texas,

April 30, 1919.

Hon. B. F. Bush,
Regional Director,
St. Louis, Mo.

Dear Sir:

Your communication of April 9, 1919 received. What further information have you received regarding Supplement No. 12. Should you receive any information please advise.

Yours truly,

(Signed) J. W. McCree
Gen. Ch'm. & Sec.
Col. Trainmen,
315 Arbor Place,
San Antonio, Rexas.

COPY

May 13th, 1919.

Application of Sup. #12,
G. O. 27, to Colored Trainmen:

Mr. J. W. McCree,
315 Arbor Place,
San Antonio, Texas.

Dear Sir:

Referring to your letter of the 30th ult., above subject:

Supplement No. 12 to General Order No. 27 was ordered into effect on all of the railroads in this region and - if you will handle the matter with the Federal Manager on the line which you are employed, he can give you full information concerning it.

Yours truly,

Signed: B. F. Bush

Representing - Colored Trainmen of Texas.

J. W. Ellis Cole.

San Antonio.

Texas.

315 Arbor Place.

E-38-11-a

Washington, D.C.

June 21st, 1919.

Hon. Walker D. Hines,
Director General of Railroads,
Washington, D.C.

Dear Sir:

We, in making this personal appeal to you, do so in good faith, and in self defense, believing that you will give us due consideration.

We, the colored brakemen, commonly called "Train Porters", employed on I. & G. N, M K.&T. S.A.U. & G. and other railroads in the Southwestern Region have repeatedly asked our Officials why we all have not received our back "time" retroactive from June 1st, 1918 to December 31st 1918, making a differencec of $ 43.30 between $ 114. 80 and $ 71.50. per month, with overtime; also back "time" due us from January 1st, 1919 up to the present time, based upon the mileage system.

We have been advised by Messrs. W.S. Carter, B.F.Bush and J.L. Lancaster, to take up. the matter with the General Managers, as they have been fully advised. This we have done with no tangible result.

Please allow us, Mr. Hines, to submit this matter to you for a final adjustment, as we do not wish to further antagonize our Officials.

Thanking you,

Respectfully yours,

J. W. McGree

Home Address
315 Arbor Place,
San Antonia, Tex.

General Ch'mn, Colored Trainmen I &G.N. and
M.K.&T. S.A.U.& G. and S.P. Lines.
1702 12th, Street N.W.
Washington, D.C.

To U. S. Railro[illegible] Administration,

Washington, D. C.

San Antonio, Texas,

May 27, 1919.

Gentlemen:-

Personal grievances and controversies have arisen between some officials of railroads in the Southwestern Region, under the jurisdiction of Hon. B. F. Bush, Regional Director, and Colored employees on passenger trains on I and G.n., M. K. and T., S. A. U. and G. and S. P. Lines in the matter of pay and classification, as well as curtailing the duties of employees heretofore classed as "train porters" which we believe is in violation to Section 3 of Supplement No. 12 to General Order No. 27. Copies of which we enclose for your information.

We have taken the matter up according to Circular No. 3, and Supplement No 6 to General Order No. 27 with the following results.

Respectfully yours,

C. St. Clair, Rep. S.P. Lines

Jessie James, Rep. M.K.&T.Ry.

R. B. Peterson
Rep. S. A. U. & G. Ry.

Ben W. Earnest.
Rep. S. A. & A.P. Ry.

J. W. McCree
Gen. Chm & Sec. Col. Trainmen,
315 Arbor Place
San Antonio
Texas.

June 25,1919.

E-38-11-A

FILE

Mr. J. W. McGree,
Genl Chairman Colored Trainmen,
IAGN and MKAT, SAU&G and SP Lines,
1702 - 12th St., N.W.,
Washington,D.C.

Dear Sir:

This will acknowledge receipt of your letter of June 21st with reference to the application of Supplement No.12 and back pay accruing under same.

Please be advised that the Federal Managers have been somewhat dilatory in applying this Supplement on various of the roads but that the Director of the Division of Labor, Mr. W. S. Carter, has taken the matter up with the Director General with a view of having it straightened out and just as soon as anything definite is heard you will be advised.

This matter has come to our attention in various ways and Congressman Bee of your state called with representatives of the porters yesterday in regard to the matter and we assured him that we were striving to secure an adjustment of the situation.

I am returning you herewith the papers left during this visit.

Yours truly,

COPY

Form G-77.

7-AR

June 24,1919

PERSONAL

For Mr. Tyler:

I am herewith attaching copies of two memorandums I have sent the Director General with reference to the application of Supplement No.12.

In my opinion the best way to handle this matter is to request the Director General to issue an interpretation in the usual form, clearly specifying how Supplement No.12 should be applied.

My understanding of your letter of instructions of April 7th to the Regional Directors (which I never saw until today) is entirely in accord with yours. If there are two brakemen (or one flagman or one brakeman) on a train there is no use asking a colored porter to do trainman's work and Supplement No.12 will not be applied.

The case has been presented here through a number of months and now being pressed by Attorney Lyons and Congressman Bee of Texas, indicates that colored train porters are seeking moral (if not political) support outside of railroad circles and I am quite certain they will be able to prove in the vast majority of instances that these train porters are doing actually the class of work described in Supplement No.12 and would be dismissed if they did not do this work, and the train could not be properly operated without their performing these duties, for I feel sure it would be unsafe to operate a passenger train with only one flagman and no brakeman.

W. S. Carter.

COPY

Y-McC-AR

Form G-77.

2—8678

June 24,1919

For the Director General:

Since sending you my memorandum of June 21st to which is attached communication of T. A. Keith, all with regard to what appears to be the fact, that Supplement No.12 to General Order No.27 is not being applied on the Southwestern Railroads, I have taken this matter up with Mr. Franklin, my Assistant, and find that he has voluminous files upon this same subject which he has handled and which I had not seen.

It appears now, after reading all of the files, that after the issuance of Supplement No.12, giving brakeman's pay to colored train porters when they perform brakemen's work, the matter was taken up by the Regional Directors with Mr. Tyler. I do not know what was said to the Regional Directors but for several months after the issuance of Supplement No.12 it seemed that on some roads the Supplement was applied and on other roads it was not applied. I understand that the Southwestern Railroads in some instances do apply the order. In any event I find a copy of a letter addressed to the Regional Directors by Mr. Tyler, a copy of which I attach hereto. My understanding of Mr. Tyler's memorandum is my understanding of Supplement No.12. I understand from Mr. Tyler's memorandum that there is nothing in Supplement No.12 that would curtail the duties of employees heretofore classified as train porters; that on the trains having white brakemen and white flagmen and in addition thereto a negro porter performing only porter's work he would receive only porter's pay, but if he was required by the road to perform any of the duties of a brakeman he should be paid brakeman's pay. In order to clearly cover the matter and avoid improper claims under this rule instructions defining the duties of those who are white brakemen or white flagmen should be issued, creating a clear understanding that the colored porter is not required to perform any of the duties of brakeman or flagman.

I have carefully read Mr. Tyler's instructions although I never saw them until today, and I have read Supplement No.12 and think Mr. Tyler's instructions are correct.

Form G-77.

I find that in disputes which have arisen between the colored brakemen and the several railroads, all of which correspondence is in Mr. Franklin's hands, Mr. Winchell sent out instructions which, while not containing this same language, did contain the same thought, and says, "In order to clearly cover the matter and avoid improper claims under this rule, instructions limiting the duties of train porters on trains where white flagmen or white brakemen are employed should be issued so that it will be clearly understood that the colored porter is not required to perform any of the

duties of brakeman or flagman." He further states that, "The intent of this Supplement is to require the payment of brakemen's rate whenever the brakemen's duties are performed by the train porter. The Supplement plainly states that it shall not curtail the duties of employees heretofore classed as 'train porters'." In addition to this he says, "It has been understood in certain regions that on trains having white brakeman or white flagman and a negro porter, the porter should be paid only the porter's rate. This is proper providing the porter is not required to perform any of the duties of the brakeman."

I find however, that some of the Federal Managers, Mr. Delano, of the Atlantic Coast Line for instance, has quoted instructions received by him as follows:

> "On trains on which there is a white brakeman or a white flagman, train porter will be paid only the porter's rates, provided he is not required by orders of the Management to perform any of the brakeman's duties.
>
> "Where a colored train porter is required by orders of the Management to perform brakeman's duties, he is paid at brakeman's rate, even though there is a white brakeman or flagman on the same train.
>
> "On trains where there is no white brakeman or flagman, and the colored porter is required to perform the duties of the brakeman, he will be paid the brakeman's rate."

After going all over this correspondence I reached the following conclusions. It appears from the instructions issued by Mr. Tyler and Mr. Winchell reference is made to trains having brakemen or flagmen on them while the officials are taking the position that if there is one brakeman or one flagman on a train Supplement No.12 will not apply and that the train porter will not be required to do any of the brakeman's duties.

It seems the Federal Managers of certain railroads have accepted Mr. Tyler's instructions to mean that in order to avoid the application of Supplement No.12 to General Order No.27, all that is necessary is to assume that a train porter is not required to perform any of the brakeman's duties. If this is their position I feel that it is not only unfair to train porters but an unsafe operation of a passenger train. Any passenger train, so far as I know, operated on any railroad regularly handling railroad business, requires more than one brakeman or one flagman. I have heard of exceptions to the rule but they are indeed exceptions.

The information that reaches this office that train porters who were not being specifically ordered to continue their past duties know that they will be dismissed from the service if they do not attend to these duties as they have been required to do during their many years of railroading. If a passenger train was operated with

Form G-77.

a train porter doing nothing else than a train porter's work the conductor would have to do flagging, throw switches, etc., while the flagman or brakeman was on the rear end of the train.

This situation is becoming more embarassing every day. Mr. Lyons, as attorney for the negro porters, on the Atlantic Coast Line, was in the office today and insists there must be a deliberate intent to prevent the application of Supplement No.12.

It was only today that Congressman Bee of Texas called and took this matter up with Mr. Franklin, and I feel that unless something is done to either abrogate Supplement No.12, issue a regular interpretation as to its meaning in the form of an interpretation signed by the Director General, or else secure its reenforcement, this matter will be discussed in Congress.

Since this matter has become so acute, I have been very desirous of taking it up with Mr. Tyler but he is now out of town on business and I feel something should be done as soon as possible.

W. S. Carter

1-McC-AR

COPY

Form G-77. 2—8076

E-38-11-a

San Antonio, Texas.
July 7, 1919.

Hon. W.S.Carter,
J.A.Franklin.
Washington, D.C.

Gentlemen:

We herewith send you copies of the Rules of the Transportation Department of the I.& G.N.and S.P. Lines, as per your request at our conference in Washington, D.C. June 24, 1919, with Congressman Carlos Bee of San Antonio, Texas, as our spokesman.

Hoping they will be of some value in adjusting grievances and cnotroversies, as well as informing you of our several duties, responsibilites, and qualifications.

In the near future we wish to call your attention to the enclosed circular letter, as to its true intent and purpose, as these men are from time to time performing brakemen's duties, and not respectfully receiving brakemen's pay.

Respectfully yours, J. W. McCree

Ch'm. Col. Trainmen.
315 Arbor Place,
San Antonio, Texas.

Will send the circular letter in a few days, giving a complete outline.

McCree

DIVISION OF LABOR.
JUL 11 1919

July 16, 1919

FILE

Mr. J. W. McCree,
315 Arbor Place,
San Antonio, Texas.

Dear Sir:

This will acknowledge your letter July 7th addressed to Mr. Carter. The copies of the rules of the Transportation Department of the I. & G. N. and S. P. Lines have been received.

Beg to assure you that this matter is receiving due consideration.

Yours very truly,

L. A. FRANKLIN

5-LFS

COPY

Form G-77.

2—M75

B33-4A BYRD MAYES

Application of Supplement No. 12 to
Colored Train Porters.

October 23, 1919.

For Mr. Carter:

The situation created by the failure of some railroads to properly apply Supplement No. 12, copy attached, is becoming so embarrassing that I feel that I should give you a complete outline of the entire situation.

The complaints are principally of two characters, and from the Southern and Southwestern Regions:

(a) Colored train porters who claim that they have for years been performing the duties outlined in Supplement No. 12, and are still doing so; but are not being paid brakeman's rate.

(b) Colored train porters who claim that they were performing duties set forth in Supplement No. 12 at the time the Supplement became effective, and have since been relieved of performing these duties, but have not been paid passenger train brakeman's rate for the period during which they did perform them.

In order that you may understand the attitude of the Management of the roads from which the principal complaints are coming, I have picked out typical cases on each road, which shows the nature of the complaints and the attitude of the Managements. These are not all of the cases that we have, but some that have been fully developed.

You will note that in most of the cases the Managements contended that the rules of the company have not, and do not now require passenger train porters to perform the duties of passenger brakemen, and that if they do perform them it is a voluntary act upon their part or as an accomodation to the other members of the train crew --

While on the other hand, the train porters claim that they must perform the duties when directed to do so by the conductor, or they will lose their positions. A fair example of this would be the case of Byrd Hayes, Louisville & Nashville Railroad.

I am also attaching copies of your memoranda to the Director General under dates of June 21st and 24th, also copy of your letter to Federal Manager Gossman of June 21st, which together with recent developments outlines the entire colored train porter situation.

PHONE MAIN 7058

[redacted]

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

Robert L.Mays

Atlantic Coast Line Railroad

NO. 53-11-02

SUBJECT: Statements covering grievances of colored firemen on the Atlantic Coast Line R.R. who allege discrimination.

Volume No. _____
From _____
To _____

DIVISION OF LABOR

E-38-11-0

PHONE MAIN 7058

PLEASE ADDRESS ALL COMMUNICATIONS IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

OFFICE OF
INTERNATIONAL ATTORNEY
WILLIAM L. HOUSTON

613 F STREET, N. W.
ROOMS 101-103
WASHINGTON, D. C.

DIVISION OF LABOR.

July
Eighth
1 9 1 9.

Hon. W. S. Carter, Director, Division of Labor,
United States Railroad Administration.,
Washington, D. C.

Dear Sir:-

Many of the colored firemen of the Atlantic Coast Line Railway have well defined grievances which they have vainly sought to have remedied by their local superiors. In their extremity and under their right of appeal, I now come as the President of the Railroad Men's International Benevolent Industrial Association, an organization of which they are members, to present the matter for your consideration, and to ask that you investigate the complaints and that relief be granted them by you from the wrongs and injustices which they now suffer. To the end that you may have this matter properly before you in tangible shape, I am submitting the affidavits of Alex Jones, fireman at Savannah, Ga., Thomas C. Jefferson, fireman at Savannah, Ga., Walter Jones of Sandford, Fla., Wm. O. T. Davis of Jacksonville, Fla., and Jesse L. Benjamin of Richmond, Va.

The allegations in the several affidavits mentioned embrace in a large measure the matters about which there is general complaint, to wit, the denial of seniority rights and the requirement made by the immediate superiors for firemen to clean the engines which necessitates their reporting for duty from one to three hours in advance of the engineers, thereby materially increasing the number of hours of labor per day for colored firemen for which they receive no compensation. These things are in violation of the letter and spirit of the rules and regulations promulgated by the Director General, and are called to your attention in order that you may have an opportunity to demand of and order the officials in charge in the respective localities to cease violating the laws of the United States Railroad Administration, and to grant to these colored firemen the rights to which they are justly entitled.

The foregoing portion of this communication and the

PHONE MAIN 7058

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International
Benevolent Industrial Association

OFFICE OF
INTERNATIONAL ATTORNEY
WILLIAM L. HOUSTON

613 F STREET, N. W.
ROOMS 101-103
WASHINGTON, D. C.

WSC---#2.

supporting affidavits were submitted to and discussed during a three hour conference with Mr. J. A. Franklin, your assistant, Mr. Lake, of the Division of Operation, and with Mr. Dougherty.

The cases were prepared by the employes whose affidavits accompany this statement along lines previously suggested by you to me as the accredited representative of these men; also in accordance with instructions to Attorney Houston (File E 38 - 11) by letter of April 9, 1919. Every effort was made by these employes as employes of the A. C. L., with the several and many road officials and chief officials in order that the complaints might be adjusted first locally, or failing that, a statement or statements might be secured enabling the presentation of a joint statement to your office. These and other repeated efforts failed in both particulars. Consequently this submission.

The points chiefly in contention are as stated above. We contend they are first, a violation of Articles No. 7 and 15 of Supplement No. 15 to General Order No. 27, as to Assignments and the Basic Day and Overtime; second, in not granting seniority rights to regularly employed colored firemen as between colored firemen and other colored firemen or between colored fireman and white firemen - there is created a condition of unequal working condition between individual employes or classes of employes. This same being one of the specified duties of the Board of Wages and Working Conditions to correct. Specified instances are cited in the attached depositions.

We seek a ruling on the seniority rights of young engineers (white) who during the slack season and while on the extra list exercise and have exercised seniority over the older colored firemen when they (the engineers) return to firing.

Further in asking that seniority be applied along with the rules of Discipline and Grievance now enjoyed by many of the crafts, thereby ensuring fair and impartial hearings at investigations before regularly designated company officials, together with the right of appeal, the men feel satisfied that the present injustices will be eliminated.

While we have no agreement which we can show as having

PHONE MAIN 7058

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International
Benevolent Industrial Association

OFFICE OF
INTERNATIONAL ATTORNEY
WILLIAM L. HOUSTON

613 F STREET, N. W.
ROOMS 101-103
WASHINGTON, D. C.

been made with the road and seek no agreement which will be detrimental or an added obligation to the road or to the government, yet in asking what we ask, we sincerely hope and honestly believe that we are acting within the provision of section (b) Article 3, General Order No. 27 where it reads, "Time worked in excess of the basic 8 hour day hereby established will, when there is no existing agreement or practice more favorable to the employes, be paid on a pro rata basis, as indicated in section (a) of this Article", and as amended, if amended, by Article 7 of Supplement 15 to General Order No. 27.

Seeking another correction and referring again to your letter to Mr. W. L. Houston, date of April 9, 1919, (File E-38-11) last line page 2, concerning transportation.

A. C. L. colored firemen want card or annual transportation so that when caught out of service away from home town they may ride the first available train back immediately and take their regular runs without undue delay and loss of time.

Notices are posted in Division Offices about the first of each year instructing white employes of a certain service period to come to the proper officials and secure their annual passes. Colored employes secure trip passes only and often with difficulty and a loss of time to themselves it is alleged.

We ask your favorable ruling not against the management of the A. C. L. Railway, but in favor of the men, if their contentions are predicated on the principles of right and justice.

The testimony which I have herewith submitted in the form of affidavits is very meager compared to what could be supplied to your office from and over the entire country where colored men are employed, but it is believed that enough is submitted herewith to enable you to perceive that gross violations of the law are occurring and that right and justice demand that immediate relief be given the large body of colored firemen in whose interest we appear.

Thanking you for an early and favorable consideration of the matter, and requesting that your findings be officially

PHONE MAIN 7058

PLEASE ADDRESS ALL COMMUNICATIONS
IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

OFFICE OF
INTERNATIONAL ATTORNEY
WILLIAM L. HOUSTON

613 F STREET, N. W.
ROOMS 101-103
WASHINGTON, D. C.

WSC---#4.

sent to my office at #59 East 35th Street, Chicago, Ill., and that a copy of the same be sent to the office of our attorney, W. L. Houston, 613 "F" Street N.W., Washington, D.C., I am

Yours very truly,

Robt L. Mays

Pres. R.R. Men's I.B.I. Association.

Signed and approved by:

Thomas L. Jefferson

Walter. Jones.

Wm. T. C. Davis

Henry. Lard.

Jessie L. Benjamin

Alex Jones.

Firemen Employed by Atlantic
Coast Line Railway.

M-M.

AFFIDAVIT OF ALEX JONES.

DISTRICT OF COLUMBIA, SS.

I, Alex Jones, fireman, residing at Savannah, Ga., being first duly sworn on oath depose and say that I have been in the railroad service for twenty-six (26) consecutive years, having been employed for two years as fireman on the Seaboard Air Line, and for twenty-four (24) years as fireman on the Atlantic Coast Line; that on February 21, 1919, I was pulled out of service at Savannah, Ga.; that on February 22, 1919, a call boy brought me a message to go to the shop; that on arriving there, P. H. Jenkins, road foreman of engineers, told me he wanted me to go to Florence, S. C. and fire with Mr. Artopee, and gave me a letter to that effect signed by Mr. F. P. Howell, master mechanic at Savannah, which letter I presented on March 1, 1919, to the roundhouse foreman at Florence, S. C., who in turn presented it to E. J. Smith, master mechanic. The said Smith told me that he would not use me out of Florence, I asked him the reason to which he made answer that it was his own personal business. I then asked him for transportation to Savannah. He refused to give it to me. I asked him the reason for his refusal, to this he made no reply. I went to the Telegraph office of the A. C. L. and wired Mr. Howell that instructions given by him had failed to be observed and that I was also refused transportation back to my home terminal. I received no answer from Mr. Howell to this telegram. On March 4th., being still at Florence, I wrote to Mr. Willard Kells, General Superintendent of Motor Power at Wilmington, N. C., stating the facts

in the case; I received no answer from him until March 24, 1919, when he answered that he had investigated the case and now ordered me restored to duty at once. I was given a pass by Mr. E. J. Smith, and returned to Savannah on March 25th. presenting my letter of instruction from Mr. Kells to F. P. Howell, mm, at the South overe shops in Savannah; Mr. Howell, upon reading it said the letter was to me and not to him. Upon my insistence that I should be given employment as directed in the letter presented, he ordered me to see engineer Lundy Counsel, and if he agreed to accept me, that he would restore me to duty. I asked Mr. Howell if this procedure was in accordance with the regulations of United States Railroad Administration; if it was not my right under seniority rule to be placed to work without an appeal to the engineer. Mr. Howell replied, I instruct you to see the engineer. I did so, whereupon engineer Counsel told me to report back to Mr. Howell stating that he would accept me, and stated that he had asked for me three or four days ago, making his request to Mr. Jenkins, road foreman of engineers. I reported this to Mr. Howell but was not placed in position at this time. From March 25th. to April 3rd. 1919, I held frequent conferences with Mr. F. P. Howell, P. H. Jenkins, and Mr. Lamden, the last named being travelling fireman, seeking to be placed at work according to instructions issued by Mr. Kells. I was not given employment, however, until April 3, 1919. My pay was six dollars and thirty-nine cents ($6.39) per day, and I am now asking for pay from March 1st. to April 2nd., both days inclusive, this being the period of my suspension through no fault of mine.

I make my claim in accordance with the provisions of Supplement No. 8 to General Order No. 27 paragraph "f" of Article 9.

Aly Jones.

Subscribed and sworn to before me this 7th day of July 1919.

Augustus V. Gray
Notary Public for D. C.

AFFIDAVIT OF THOMAS C. JEFFERSON.

DISTRICT OF COLUMBIA, SS.

I, Thomas C. Jefferson, of Savannah, Ga., being first duly sworn on oath depose and say that I have been in the service of railroads for twenty-four (24) years embracing service on the Atlantic Coast Line, Southern and Seaboard; that during all of that time I have served as fireman, and am at present employed on the Atlantic Coast Line; that my complaint is to the effect that Colored firemen are required to clean engines and are denied their seniority rights, all in violation of the rules laid down by the Director General of Railroads. In support of the allegations, I submit that in March 1919, E. Z. Mann, road foreman of engineers, gave me verbal orders to clean engines inside and outside. I protested, stating that I was working on mileage basis. He answered that it was Mr. F. P. Howell's instruction that firemen should clean engines. I did not clean the engine on that day, but three or four days afterwards in order to avoid charge of insubordination, I followed his instructions and cleaned the engine. While cleaning it, Mr. Mann came to me and stated that he wanted me to instruct all firemen on the Savannah division that they must clean engines, or they could come to him and move. I communicated the instruction to some of the men, and some of them fearing that they will be disciplined if they refused, are now cleaning the engines.

The seniority rights of the men have been violated. When Cliff Cannon, working on the Savannah Division, was pulled out of service on 285 in June 1919, he was succeeded by Will

Taylor who has not been in the Savannah division much more than a year, while other men senior to him, namely Jim Wells, Boss Level and Alex Snowden, desire and have asked for the run. I took the matter of seniority up with Mr. F. P. Howell, mm, of South overshops, A. C. L. railroad, Savannah, Ga., who told me that he did not intend to enforce our seniority rights because we had no agreement with the company.

Thomas L Jefferson

Subscribed and sworn to before me this 7th day of July 1919.

Augustus W. Gray

Notary Public for D. C.

AFFIDAVIT OF WALTER JONES.

DISTRICT OF COLUMBIA, SS.

I, Walter Jones, of Sandford, Fla., being first duly sworn on oath depose and say that I have been in the service of the railroads as fireman for twenty-three (23) years, that I am now and have been for the past three (3) years a fireman on the Atlantic Coast Line. I am complaining about firemen being required to clean engines and forced to report for duty from one to three hours ahead of the engineers with whom they are serving. Mr. Peters, road foreman of engineers, and W.R. Davis, traveling fireman, have told the men if they fail to clean engines that they shall not go out on runs. About three months ago Herbert Reed, a fireman on the North end of the Jacksonville District, was pulled off at Sandford, Fla. because he refused to clean the engine. He was kept off for more than a week. In this Jacksonville District when a fireman is off to take his rest at terminal, he is called from two to three hours before the departure of his train to clean the engine, and this service which he is forced to render is performed without any compensation therefor. He is given to understand by officials that if he refuses to clean his engine he will be pulled off.

Bulletins have been posted in this district, and are still on boards, directing that engineers shall report for duty thirty (30) minutes prior to their leaving time, but firemen are not mentioned thereon. These bulletins are made for engineers only and do not relate to firemen. The engineers are paid in accordance with the time they report under instructions posted on the bulletins; while firemen who are required

to report from one to three hours earlier than the engineers are paid only for the same time put in by the engineers.

Walter Jones

Subscribed and sworn to before me this 7th day of July 1919.

Augustus W. Gray
Notary Public for D. C.

AFFIDAVIT OF WM. O. T. DAVIS.

DISTRICT OF COLUMBIA, SS.

I, Wm. O. T. Davis, of Jacksonville, Fla., being first duly sworn on oath depose and say that I have been serving as fireman in the railroad service for a period of twenty-one (21) years, and for the past twelve years have worked on the Atlantic Coast Line as such. In the district, Jacksonville, young white firemen are promoted to engineers, and when the slack season comes on, they are placed on duties as firemen, displacing older colored firemen in the service.

I made complaint in writing about this practice to Mr. S. D. Dicle, round-house foreman, Jacksonville. He failed to acknowledge in writing the receipt of my complaint, and when I met him in person, a verbal complaint to him about the matter was made, and he told me that we had no seniority rights. And he continues the practice of which I now complain.

In Jacksonville yards there are six white firemen employed there, who pull the colored firemen, their seniors, of their job, and continue to hold the said jobs, as this in violation of the rules and regulations promulgated by the Director General of Railroads, I protest and ask that the situation be remedied.

William O. T. Davis

Subscribed and sworn to before me this 4th day of July 1919.

Augustus W. Gray.

Notary Public for D. C.

AFFIDAVIT OF JESSE L. BENJAMIN.

DISTRICT OF COLUMBIA, SS.

I, Jesse L. Benjamin, of Richmond, Va., being first duly sworn on oath depose and say that I have been for twenty-one (21) years employed in railroad service as fireman, and for the past four years I have been on the Atlantic Coast Line in that capacity; that I am now complaining about the treatment we are at present receiving as firemen.

About four (4) weeks ago Fletcher Munford was taken sick, when he recovered, he reported for duty to his foreman, Mr. R. H. Vaden, of South Richmond shop and was told by him that he had to cut the men and that he could not restore Munford to duty. Mr. Munford told Mr. Vaden that he had five men working who were younger in the service than he, men that had been hired since he was first employed. Mr. Vaden answered this by saying that Munford would have to look for another job.

About two weeks ago, Mr. Quarles, road foreman of firemen in Richmond District, told me that all the firemen with regular engines were required to clean their engines, and if they did not clean them, he would have them discharged. By reason of these instructions we, the firemen, are compelled to clean our engines in this district which we understand is contrary to the rules and regulations.

Jessie L. Benjamin

Subscribed and sworn to before me this 7th day of July 1919.

Augustus C. Gray.
Notary Public for D. C.

RAILROAD MEN'S INTERNATIONAL
BENEVOLENT INDUSTRIAL ASSOCIATION

613 F St., N. W.,
Washington, D. C.

July 8, 1919.

Hon. W. S. Carter, Director
Division of Labor
U. S. R. R. Administration,
Washington, D.C.

Dear Sir:

Many of the colored firemen of the Atlantic Coast Line Railway have well defined grievances which they have vainly sought to have remedied by their local superiors. In their extremity and under their right of appeal, I now come as the President of the Railroad Men's International Benevolent Industrial Association, an organization of which they are members, to present the matter for your consideration, and to ask that you investigate the complaints and that relief be granted them by you from the wrongs and injustices which they now suffer. To the end that you may have this matter properly before you in tangible shape, I am submitting the affidavits of Alex Jones, fireman at Savannah, Ga., Thos. C. Jefferson, fireman at Savannah, Ga., Walter Jones of Sandford, Fla., Wm. O. T. Davis of Jacksonville, Fla., and Jesse L. Benjamin of Richmond, Va.

The allegationsin the several affidavits mentioned embrace in a large measure the matters about which there is general complaint, to wit: the denial of seniority rights and the requirements made by the immediate superiors for firemen to clean the engines which necessitates their reporting for duty from one to three hours in advance of the engineers, thereby materially increasing the number of hours of labor per day for colored firemen for which they receive no compensation. These things are in violation of the letter and spirit of the rules and regulations promulgated by the Director General, and are called to your attention in order that you may have an opportunity to demand of and order the officials in charge in the respective localities to cease violating the laws of the U. S. Railroad Administration, and to grant to these colored firemen the rights to which they are justly entitled.

The foregoing portion of this communication and the supporting affidavits were submitted to and discussed during a three hour conference with Mr. J. A. Franklin, your assistant, Mr. Lake, of the Division of Operation, and with Mr. Dougherty.

The cases were prepared by the employes whose affidavits accompany this statement along lines previously suggested by you to me as the accredited representative of these men; also in accordance with instructions to Attorney Houston (File E 38-11) by letter of April 9, 1919. Every effort was made bythose employes as employes of the A. C. L., with the several and many road officials and chief officials in order that the complaints might be adjusted first locally, or failing that, a statement or statements might be secured enabling the presentation of a joint statement to your office. These and other repeated efforts failed in both particulars. Consequently this submission.

The points chiefly in contention are as stated above. We contend they are first, a violation of Articles No. 7 and 15 of Supplement #15 to General Order #27, as to assignments and the basic day and overtime; second, in not granting seniority rights to regularly employed colored firemen as between colored firemen and other colored firemen or between colored firemen and white firemen -- there is created a condition of unequal working condition between individual employes or classes of employes. This same being one of the specified duties of the Board of Wages and Working Conditions to correct. Specified instances are cited in the attached depositions.

We seek a ruling on the seniority rights of young engineers (white) who during the slack season and while on the extra list exercise and have exercised seniority over the older colored firemen when they (the engineers) return to firing.

Further, in asking that seniority be applied along with the rules of discipline and grievance now enjoyed by many of the crafts, thereby ensuring fair and impartial hearings at investigations before regularly designated company officials, together with the right of appeal, the men feel satisfied that the present injustices will be eliminated.

While we have no agreement which we can show as having been made with the road and seek no agreement which will be detrimental or an added obligation to the road or to the government, yet in asking what we ask, we sincerely hope and honestly believe that we are acting within the provision of section (b) Article 3, General Order #27, where it reads: "Time worked in excess of the basic eight hour day hereby established, will, <u>when there is no existing agreement or practice more favorable to the employes</u>, be paid on a pro rata basis, as indicated in

section (a) of this Article", and as amended, if amended, by Article 7 of Supplement 15 to General Order #27.

Seeking another correction and referring again to your letter to Mr. W. L. Houston, date of April 9, 1919 (file #-38-11) last line page 2, concerning transportation.

A. C. L. colored firemen want card or annual transportation so that when caught out of service away from home town they may ride the first available train back immediately and take their regular runs without undue delay and loss of time.

Notices are posted in Division Offices about the first of each year instructing white employes of a certain service period to come to the proper officials and secure their annual passes. Colored employes secure trip passes only and often with difficulty and a loss of time to themselves it is alleged.

We ask your favorable ruling not against the management of the A. C. L., but in favor of the men, if their contentions are predicated on the principles of right and justice.

The testimony which I have herewith submitted in the form of affidavits is very meager compared to what could be supplied to your office from and over the entire country where colored men are employed, but it is believed that enough is submitted herewith to enable you to perceive that gross violations of the law are occurring and that right and justice demand that immediate relief be given the large body of colored firemen in whose interest we appear.

Thanking you for an early and favorable consideration of the matter, and requesting that your findings be officially sent to my office at #59 E. 35th St., Chicago, Ill., and that a copy of the same be sent to the office of our attorney, W. L. Houston, 613 F St., N. W., Washington, D.C., I am

Yours very truly,

ROBERT L. MAYS
Pres. R. R. Men's I. B. I. Association

Signed and approved by:

Thomas C. Jefferson
Walter Jones
Wm. T. O. Davis
Henry Love
Jesse L. Benjamin
Alex. Jones

Firemen employed by
A. C. L. Railway.

AFFIDAVIT OF ALEX JONES

DISTRICT OF COLUMBIA, SS.

I, Alex Jones, fireman, residing at Savannah, Ga., being first duly sworn on oath depose and say that I have been in the railroad service for twenty-six (26) consecutive years, having been employed for two years as fireman on the S. A. L. and for twenty-four (24) years as fireman on the A. C.L., that on February 21, 1919, I was pulled out of service at Savannah, Ga.; that on February 22, 1919, a call boy brought me a message to go to the shop; that on arriving there, P. H. Jenkins, road foreman of engineers, told me he wanted me to go to Florence, S. C. and fire with Mr. Artopee, and gaveme a letter to that effect signed by Mr. F. P. Howell, master mechanic at Savannah, which letter I presented on March 1, 1919, to the roundhouse foreman at Florence, S. C., who in turn presented it to E. J. Smith, master mechanic. The said Smith told me that he would not use me out of Florence, I asked him the reason to which he made answer that it was his own personal business. I then asked him for transportation to Savannah. He refused to give it to me. I asked him the reason for his refusal, to this he made no reply. I went to the telegraph office of the A. C. L. and wired Mr. Howell that instructions given by him had failed to be observed and that I was also refused transportation back to my home terminal. I received no answer from Mr. Howell to the telegram. On March 4, being still at Florence, I wrote to Mr. Willard Kells, General Superintendent of Motor Power at Wilmington, N. C. stating the facts in the case; I received no answer from him until March 24, 1919, when he answered that he had investigated the case and now ordered me restored to duty at once. I was given a pass by Mr. E. J. Smith, and returned to Savannah on March 25, presenting my letter of instruction from Mr. Kells to F. P. Howell, mm, at the south overshops in Savannah; Mr. Howell, upon reading it said the letter was to me and not to him. Upon my insistence that I should be given employment as directed in the letter presented, he ordered me to see engineer Lundy Counsel, and if he agreed to accept me, that he would restore me to duty. I asked Mr. Howell if this procedure was in accordance with the regulations of the U. S. Railroad Administration; if it was not my right under seniority rule to be placed to work without an appeal to the engineer. Mr. Howell replied, I instruct you to see the engineer. I did so, whereupon engineer Counsel told me to report back to Mr. Howell stating that he would accept me, and stated that he had asked for me three or four days ago, making his request to Mr. Jenkins, road foreman of engineers. I reported this to Mr. Howell but was not placed in position at this time. From

March 25 to April 3, 1919, I held frequent conferences with Mr. F. P. Howell, P. H. Jenkins, and Mr. Landen, the last named being traveling fireman, seeking to be placed at work according to instructions issued by Mr. Kells. I was not given employment, however, until April 3, 1919. My pay was six dollars and thirty nine cents ($6.39) per day, and I am now asking for pay from March 1 to April 2, both days inclusive, this being the period of my suspension through no fault of mine.

I make my claim in accordance with the provisions of Supplement #8 to General Order #27, paragraph f article 9.

Signed - ALEX JONES.

Subscribed and sworn to before me this 7th day of July 1919.

Augustus W. Gray,

Notary Public for D. C.

AFFIDAVIT OF THOMAS C. JEFFERSON

District of Columbia, SS.

I, Thomas C. Jefferson, of Savannah, Ga. being first duly sworn on oath depose and say that I have been in the service of railroads for twenty-four (24) years embracing service on the Atlantic Coast Line, Southern and Seaboard; that during all of that time I have served as fireman, and am at present employed on the Atlantic Coast Line; that my complaint is to the effect that colored firemen are required to clean engines and are denied their seniority rights, all in violation of the rules laid down by the Director General of Railroads. In support of the allegations, I submit that in March 1919, E. Z. Mann, road foreman of engineers, gave me verbal orders to clean engines inside and outside. I protested, stating that I was working on mileage basis. He answered that it was Mr. F. P. Howell's instruction that firemen should clean engines. I did not clean the engine on that day, but three or four days afterwards in order to avoid charge of insubordination, I followed his instructions and cleaned the engine. While cleaning it, Mr. Mann came tome and stated that he wanted me to instruct all firemen on the Savannah division that they must clean engines, or they could come to him and move. I communicated the instruction to some of the men, and some of them fearing that they will be disciplined if they refused, are now cleaning the engines.

The seniority rights of the men have been violated. When Cliff Cannon, working on the Savannah Division, was pulled out of service on 285 in June 1919, he was succeeded by Will Taylor, who has not been in the Savannah division much more than a year, while other men senior to him, namely Jim Wells, Boss Level and Alex Snowden, desire and have asked for the run. I took the matter of seniority up with Mr. F. P. Howell, sm. of South overshops, A. C. L. Savannah,,Ga., who told me that he did not intend to enforce our seniority rights because we had no agreement with the company.

Signed- THOMAS C. JEFFERSON

Subscribed and sworn to before me this 7th day of July 1919.

Augustus W. Gray

Notary Public for D. C.

AFFIDAVIT OF WALTER JONES

District of Columbia, S.S.

I, Walter Jones, of Sandford, Fla., being first duly sworn on oath depose and say that I have been in the service of the railroads as fireman for twenty-three (23) years, that I am now and have been for the past three (3) years a fireman on the Atlantic Coast Line. I am complaining about firemen being required to clean engines and forced to report for duty from one to three hours ahead of the engineers with whom they are serving. Mr. peters, road foreman of engineers, and W. H. Davis, traveling fireman, have told the men if they fail to clean engines that they shall not go out on runs. About three months ago, Herbert Reed, a fireman on the north end of the Jacksonville District, was pulled off at Sandford, Fla., because he refused to clean the engine. He was kept off for more than a week. In this Jacksonville District when a fireman is off to take his rest at terminal, he is called from two to three hours before the departure of his train to clean the engine, and this service which he is forced to render is performed without any compensation therefor. He is given to understand by officials that if he refuses to clean his engine he will be pulled off.

Bulletins have been posted in this district, and are still on boards, directing that engineers shall report for duty thirty (30) minutes prior to their leaving time, but fireman are not mentioned thereon. These bulletins are made for engineers only and do not relate to firemen. The engineers are paid in accordance with the time they report under instructions posed on the bulletins; while firemen who are required to report from one to three hours earlier than the engineers are paid only for the same time put in by the engineers.

Signed- WALTER JONES

Subscribed to and sworn to before me this 7th day of July 1919.

Augustus W. Gray

Notary Public for D. C.

AFFIDAVIT OF WM. O. T. DAVIS

District of Columbia, S.S.

I, Wm. O. T. Davis, of Jacksonville, Fla. being first duly sworn on oath depose and say that I have been serving as fireman in the railroad service for a period of twenty-one (21) years, and for the past twelve years have worked on the Atlantic Coast Line as such. In the district, Jacksonville, young, white firemen are promoted to engineers, and when the slack season comes on, they are placed on duties as firemen, displacing older colored firemen in the service.

I made complaint in writing about this practice to Mr. S. D. Dicle, roundhouse foreman, Jacksonville. He failed to acknowledge in writing the receipt of my complaint, and when I met him in person, a verbal complaint to him about the matter was made, and he told me that we had no seniority rights. And he continues the practice of which I now complain.

In Jacksonville yards there are six white firemen employed there, who pull the colored firemen, their seniors, off their job, and continue to hold the said jobs, as this in violation of the rules and regulations promulgated by the Director General of Railroad, I protect and ask that the situation be remedied.

Signed- WILLIAM O. T. DAVIS

Subscribed and sworn to before me this 7th day of July 1919.

Augustus W. Gray

Notary Public for D. C.

AFFIDAVIT OF JESSE L. BENJAMIN

District of Columbia, S. S.

I, Jesse L. Benjamin, of Richmond, Va., being first duly sworn on oath depose and say that I have been for twenty one (21) years employed in railroad service as fireman, and for the past four years I have been on the Atlantic Coast Line in that capacity; that I am now complaining about the treatment we are at present receiving as firemen.

About four (4) weeks ago Fletcher Munford was taken sick, when he recovered, he reported for duty to his foreman, Mr. R. H. Vaden, South Richmond shop and was told by him that he had to cut the men and that he could not restore Munford to duty. Mr. Munford told Mr. Vaden that he had five men working who were younger in the service than he, men that had been hired since he was first employed. Mr. Vaden answered this by saying that Munford would have to look for another job.

About two weeks ago, Mr. Quarles, road foreman of firemen in Richmond District, told me that all the firemen with regular engines were required to clean their engines, and if they did not clean them, he would have them discharged. By reason of these instructions we, the firemen, are compelled to clean our engines in this district which we understand is contrary to the rules and regulations.

Signed- JESSE L. BENJAMIN

Subscribed and sworn to before me this 7th day of July 1919.

Augustus W. Gray

Notary Public for D. C.

July 15, 1919

E-38-11-a

FILE

Mr. Robt. L. Mays, Pres.,
R. R. Men's I. B. I. Assoc.,
613 F. St., N.W., Washington, D.C.

Dear Sir:

This will acknowledge the receipt of your letter of the 8th instant, addressed to W. S. Carter, Director, in which you give a general statement of the grievances of colored firemen on the Atlantic Coast Line Railroad, and also enclose affidavits in support of their contention, asking that investigation be made and relief granted them from the alleged injustice.

We are taking this matter up with the Federal Manager of the Atlantic Coast Line and will advise you further after we have heard from him.

Very truly yours,

H. P. Daugherty

Assistant Director.

COPY

Form G-77

2—8675

11-nwa

July 15, 1919

E-38-11-a

Mr. Lyman Delano, F. M.,
Atlantic Coast Line R. R,
Wilmington, N. C.

Dear Sir:

A few days ago a committee representing the colored trainmen on the Atlantic Coast Line Railroad called here and protested against the treatment they are receiving and when questioned as to what action they had taken they stated that they had made repeated efforts to adjust the matter with the officers of the road and had written you in an endeavor to get a conference. They read several affidavits from employes and later furnished copies of same, together with a statement of their contention.

I am enclosing herewith copies of the statement and the affidavits and would appreciate any information you can give me in regard to this matter.

Very truly yours,

H. P. Daugherty

Assistant Director.

Form G-77

2—8675

ll-nws

Copy to B. L. Winchell, Regional Director

FILE COPY

August 7,1919

E-38-11-a

Mr. Lyman Delano,
Federal Manager, A.C.L. RR,
Wilmington, N.C.

Dear Sir:

Under date of July 15th I wrote you as follows:

"A few days ago a committee representing the colored trainmen on the Atlantic Coast Line Railroad called here and protested against the treatment they are receiving and when questioned as to what action they had taken they stated that they had made repeated efforts to adjust the matter with the officers of the road and had written you in an endeavor to get a conference. They read several affidavits from employes and later furnished copies of same, together with a statement of their contention.

"I am enclosing herewith copies of the statement and the affidavits and would appreciate any information you can give me in regard to this matter."

Wont you kindly let me have a reply at your earliest convenience as these employees are very anxious that this matter be brought to a satisfactory conslusion?

Yours truly,

Form G-77. 2—8076

H. P. Daugherty

Asst.Director.

11-AR

Copy to Mr.B.L.Winchell,
Regional Director.

FILE COPY

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

FORM - 703

ATLANTIC COAST LINE RAILROAD.

OFFICE OF FEDERAL MANAGER.

LYMAN DELANO,
FEDERAL MANAGER.

DIVISION OF LABOR.

WILMINGTON, N.C. August 18th, 1919-s

Mr. H. P. Daugherty,
Assistant Director, Division of Labor,
Washington, D. C.

AUG 20 1919

Dear Sir: —

Replying to yours of July 15th and August 7th, file E-38-11-a, relative to protest of Committee representing the colored trainmen on the Atlantic Coast Line Railroad:

I have gone very thoroughly into each case complained of, and enclose herewith memoranda giving in detail the circumstances and facts connected with these complaints.

Referring particularly to the several questions raised in the letter of Robert L. Mays, would advise that we are fully conforming to the provisions of Articles VII and XV of Supplement 15, and would invite your attention to the fact that none of the affidavits enclosed even allege violations of Article VII.

There is no discrimination against colored firemen in favor of white firemen. Both are required to perform the same duties, for which they receive the same compensation, and they are all treated alike. In fact, colored firemen get practically all the preferred runs in passenger service as it is our practice to keep white firemen in freight service, in order to give them proper experience to qualify for promotion to enginemen.

We were never approached seriously by the negroes for card transportation until after their wage was raised to the level of the white men and we not only get these requests now, but various others from our colored employes, that have never arisen before. In handling the negro in the South there are certain restrictions that must govern him; otherwise, he becomes ungovernable. He should have fair treatment and this he has always been accorded, but his sense of proportion is limited. We have always, and I think properly, denied card transportation for this class. He is not capable of handling card transportation properly as a whole and I have strongly recommended against considering this request in letters I addressed to the Regional Director some time ago.

We believe that none of these complaints deserve more consideration than we have already given them. Our officers understand the negro and he is being treated well. He has been faithful in his duty and is generally liked by our Engineers, and, while the practices governing them in some instances, as you will note from the attached, are not clearly defined — and we are willing to admit are not altogether uniform —

Sheet #2

they have never been, until quite recently, a source of complaint on the part of the negro. Heretofore he has been generally happy and contented in his surroundings and his work, and has only been drawn into these recent controversies by outside influences largely, I think, educated negro organizers and lawyers, posing as "uplifters". The only thing they have accomplished, so far as we have been able to judge, is decreased efficiency.

Yours very truly,

Tyrman A Nance

Federal Manager-

Complaint of Alex Jones, Fireman.

This fireman was put in passenger service at the beginning of the year, but on account of the dirty condition in which he kept his engine above the running board, it was found necessary to place him back in freight service.

The statements of this firemen do not agree with our investigation. It seems that he requested Master Mechanic Howell at Savannah shops, to allow him to return to Florence and fire for Engineer Artope. Mr. Howell furnished Jones with a letter to the Master Mechanic at Florence requesting that he be put to work and hear nothing further from Alex Jones assumed that he was firing for Engineer artope between Florence and Charleston. On receipt of Jones' telegram Master Mechanic Howell told his Road Foreman of Engines to tell Jones that if he was not doing anything to return to Savannah. It developed later that Engineer Artope had been transferred from the Charleston District, and Fireman Jones should have reported back to his Master Mechanic at Savannah instead of remaining out of service at Florence. Had he done so, he could have been sent to Charleston where running was available in both directions -- to Savannah and to Florence. This negro is very contrary and had he shown the proper spirit about this matter, it would have been unnecessary for him to have lost any time.

Complaint of Thos. C. Jefferson, Fireman.

Our rules require that all firemen shall assist in cleaning engines and polishing same above the running boards and it is the duty of the Road Foremen of Engines to see that these rules are obeyed. This is not a new rule, but is one of the standard rules that has been in effect on this and other lines for many years.

I find that the other men referred to in this complaint; namely Wells, Level and Snowden, were on second 85 and second 80, improvised trains during the winter months, until these trains were discontinued. When these trains were discontinued, these firemen wanted to pull first one fireman and then another. While it has always been our policy to give due consideration to the age of firemen in the service, we have never permitted promiscous pulling, which could only result in constant shifting and inefficient service. These men were run out of Charleston in accordance with their age and without any undue loss of time.

Complaint of Walter Jones, Fireman.

Firemen in passenger service are required to report thirty minutes before leaving time, the same as Engineers and not from one to three hours ahead of departure as claimed in this affidavit. I have been unable to develop that Herbert Reed, referred to by Jones, was held out of service. In fact, the records indicate that this man was off sick from May 1st to May 22nd, which was about three months from the date of the affidavit.

In accordance with our rules, however, the Road Foremen of Engines and Traveling Firemen are required to instruct Firemen to keep their engines reasonably clean above the running board and to see that this is done.

Complaint of Wm. O. T. Davis, Fireman.

Mr. Dekle did receive a letter from this fireman, but did not make a written reply, as he saw Davis every day and talked to him about the situation. He did not tell this fireman that he had no seniority rights, but tried to explain to him that no men were being regularly assigned except according to seniority.

There are times, however, when the senior fireman does not perform satisfactory service on certain runs, necessitating a change, but this is invariably due to inefficiency or carelessness of the fireman. In Jacksonville Yard there are six white firemen who are placed according to their seniority and are not allowed to displace colored firemen, who are senior men, provided the service of the colored firemen is satisfactory to the Engineer for whom he is firing.

We, of course, cannot continue any firemen, white or colored, on an assignment where they do not properly perform their duties.

Complaint of Jesse L. Benjamin, Fireman.

Investigation developes that Fletcher Munford, the fireman referred to, was on the extra board as a main line fireman, but the service he was performing was so unsatisfactory that the Engineer complained, stating that it was necessary for him and the Brakeman to fire the engine practically all of the way; that Munford was absolutely incompetent. After this trip Munford did not show up for some time, nor did he report sick or obtain leave of absence. When he returned the General Foreman questioned him as to where he had been and Munford claimed he had been sick. He was then notified that his services as a fireman had been so unsatisfactory that we could not use him in that capacity, but he was offered employment in the shops, until such time as he would become better acquainted with the duties of a fireman, and after working in the shops for some time he was again placed on the extra board as fireman.

As to the last paragraph of this complaint: Our rules require that firemen, both white and colored, who have regular engines must keep them clean and the Road Foremen of Engines are instructed to enforce this requirement.

Put on file
Left Attorney
Dist Asst
Supt
Sep Corr

E-38-11-A

September 9, 1919

Mr. Robt L. Mays,
Pres., Firemen's I.B.L.Association,
59 E. 35th St.,
Chicago, Illinois.

Dear Sir:

Referring to your letter of July 8th last in which you give a general statement of the grievances of colored firemen on the A.C.L. RR and enclosed affidavits in support of their contention:

This matter has been under investigation and we are in receipt of a letter from Mr. Lyman Delano, Federal Manager, in which he states that he has gone very thoroughly into each case complained of and I am attaching copy of his memoranda giving in detail the circumstances and facts connected with these complaints.

Referring particularly to the several questions raised in your letter he states that they are fully conforming to the provisions of Articles VII and XV of Supplement No.15 to General Order 27 and calls attention to the fact that none of the affidavits you enclosed even alleged violations of Article VII. He further states that there is no discrimination against colored firemen in favor of white firemen, that both are required to perform the same duties for which they receive the same compensation and they are treated alike; in fact, the colored firemen get practically all the preferred runs in passenger service as it is their practice to keep white firemen in freight service in order to give them the proper experience to qualify for promotion to enginemen.

Regarding card transportation, this is a privilege the railroads grant and it develops that it has not been the practice in the past to furnish card transportation to colored employees and as it is a managerial question as to what employees they will issue transportation to the question will have to be handled in that manner.

Form G-2—8675

Yours truly,

H. P. Daugherty

Assistant Director.

11-AR

Copy to Mr.W.L.Houston, Attorney,
613 F St., N.W., Wash., D.C.

Form G-19

FILE NO.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SUBJECT: Telegram from R. L. Mays Re: Negro Labor Association.

Sept. 29, 1919.

PERSONAL * URGENT

MEMORANDUM Mr. Carter:

Will you please let me have any information at hand with regard to the authorization mentioned in the accompanying telegram from Mr. Mays.

M. B. Clagett.

MBC/M

DIVISION OF LABOR.
SEP 30 1919

C O P Y

WESTERN UNION TELEGRAM

1919 Sep 28 PM 5 28

A227CH 95 12 EXTRA NL

FY Chicago Ill 28

Director General Hines

US RR Administration Washington DC

In interest of labor conditions and especially of negro labor this association of over eighteen thousand negro railroad men in over one hundred local is demanding representation at labor conference called for October sixth believe it necessary in view unadjusted relationship between white and colored workers of certain class as head end trainmen locomotive firemen yards switchmen and shop craft men negro labor not adequately represented in published lists of delegates this organization is representative please confer with Mr. Carter division of Labor

R L Mays President Railway Mens International Association 3902 South State Street.

Grafiles

H.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON

BOARD OF
RAILROAD WAGES AND WORKING CONDITIONS

W. E. MORSE, CHAIRMAN
J. J. DERMODY, VICE CHAIRMAN
F. F. GAINES
C. E. LINDSAY
G. H. SINES
A. O. WHARTON

J. A. EMMART, SECRETARY

ROOM 812
SOUTHERN RAILROAD BUILDING
1300 PENNSYLVANIA AVENUE

E-38-11-2

DIVISION OF LABOR

Refer to Docket No. 679

January 28, 1920

JAN 30 1920

Mr. W. S. Carter,
Director, Division of Labor,
Washington, D. C.

Dear Sir:-

Attached hereto are all papers received by this Board relating to grievances presented by some of the colored firemen of the Atlantic Coast Line Railroad.

You will note these parties had the matter up with Mr. Dougherty, of your office, and as the question involves grievances, all papers are sent to you for handling.

Yours very truly,

BY ORDER OF THE BOARD

W. E. Morse

Chairman.

10/58

E

Recd. 12/13/19

Mr. A. O. Wharton, Chairman,
Board of Railroad Wages & Working Conditions

We the colored firemen of the Atlantic Coast Line Railroad, from this terminal and that of Richmond, Virginia; which is virtually the same as they are under the supervision of the same officials, petition your honorable Board for changes in our working conditions as follows:

1. To issue a ruling which will insure us the privilege of working on a seniority basis, where qualification and merit are the same.

We are now working under what purports to be a contract, in which agreement we had no part in making and which was never presented to us for acceptance or rejection; the provisions of which works a great injustice to at least 60% of us in that it grants seniority, only from the 15th day of September, 1919; and which further provides that any man on a run, on the above date though he may not have rendered three months service prior to that date, cannot be pulled from the same by any man his senior, though the other man may have rendered ten years service.

We believe that your Board will agree with us in the injustice of this provision. We respectfully ask you for a ruling in this, granting us seniority from the date of our last entering the service as firemen.

We wish to say in advance that our only purpose in approaching your Board is because of the fact that all of our efforts to a fair adjustment of this grievance with local officials of the Atlantic Coast Line Railroad here, and also with the officials higher up, are to no avail.

We trust that your Board will take into consideration these facts and recommend a ruling on same.

SUSPENSION FROM SERVICE

Through a duly appointed representative we presented the facts in the above statement to the Board of Division of Labor, Mr. H.P. Daughtridge, one of the officials of the Board and left with him data which will show how your ruling is being applied to colored firemen of this terminal, which he promised to take before you in conference, during this present month; you will note statements enclosed in corroboration of the statements left at the office of Mr. Daughtridge.

Thanking you in advance for your kind consideration and also asking you to kindly send us copies that you shall make of your rulings.

Rocky Mount, North Carolina.
December 11th, 1919.
Route 6, Box IIA,
Railroad Men's International
Benevolent Industrial Association.

COMMITTEE:
JAS. A. BROWN
W. H. FOSTER
JAMES T. SMITH

-60

Rocky Mount, N. C.,
December 11, 1919.

Railroad Board of Wages & Working Conditions,

Washington, D. C.

Gentlemen:-

In addition to a statement from me presented to your office by Mr. James T. Smith, our representative, I am sending you this statement in corroboration of same.

On the morning of October 31st, 1919, I went over to the Round House to see my standing on the extra board (as this is the usual custom of the extra firemen). I found that I stood five times out. I then went over to a store to purchase some provisions to take back home with me in order to be prepared when my turn came. Immediately after I left the store, I met the Call Boy, who said he wanted me to go out. I told him that I was not prepared to go as I had just seen my position on the board and was not looking to be called, together with the fact that I was at the time some distance from home, and it was impossible for me to go home and then get back in time to go out on said job. I asked him to call the man ahead of me and told him that I would go home immediately and get ready to go provided. He could not get the other man. Later in the evening I was taken sick and went down to report my condition and get off. I then found that I was marked off. I tried to find the Foreman but could'nt and being very sick at the time I was compelled to go to the hospital as quickly as possible; I did not get out again until the third day of November and I was then told by the roundhouse foreman, Mr. W.B. Middleton, that he had no further use for me.

I have written successively for an investigation, but they flatly refused me the same.

Hoping that your honorable Board will give this matter consideration, I am pleased to be and remain,

Yours truly,

(Signed) JAS. A. BROWN

Address: 1330 S. Main Street Fireman.

P.S. Kindly advise me as to disposition your Board shall have made of my complaint.

-60

679
MSAS

Rocky Mount, N.C.,
December 12, 1919.

Hon. Com. of Labor,
and Working Conditions,
Railroad Com.,
Washington, D. C.

Dear Sir:-

Pursuant to a statement made to us as coming from your office to our Mr. James T. Smith representative, recently sent by our Local to confer with you, I hereby file the following facts whereby I lost my position as fireman on A.C.L. R.R. to wit:

On the 2nd day of August 1919 I was employed as fireman on freight train No. (Extra) from Richmond, Va. to Rocky Mount, N. C. I observed every order and made the run O.K. When the time came to again go out, the engineer asked another fireman here to go with him on the trip, who refused, saying it was my run. When we got to Enfield, N.C. the engineer informed me that he would handle the water (which he had never done before). I, of course consented, we were then under 195 pounds of steam, engine capacity 200 pounds. The engineer put the injector on at Enfield and when we reached Delmar the engineer said "open the door". I suggested that since we were nearing a grade keeping the door closed would be better for us in making the run; this was all that passed.

8/6/19.

I was reported for "insuberdination" and discharged./ I am entitled to a trial by law as you know and I at once applied for a hearing in writing to all of the officers in charge here, allowing the legal time to each, but have only been ignored by all.

I am entitled to some consideration as I have fired for A.C.L. since December, 1913, never had a lay off or any trouble with any engineer before. I therefore request that you allow me just such consideration in this matter as I am entitled to. I will furnish affidavits if you or any person needing same for information will request.

Thanking you, I am,

(Signed) JAMES LENNON

103 Church St. Lane.

We, the undersigned firemen do hereby certify that we know the above named petitioner and that he is a competent fireman and a man of good character.

(Sig.) Jas. T. Smith
Jesse L. Benjamin
McGarrett

-60

S. Richmond, Va.
December 8, 1919.

W. S. Carter. Esq.

Dear Sir:-

On the 9th of October last I left Colliers with an extra coal train, engine No. 1324 with engineer S.Smelcer and when we got to Falling Creek they held a red board on us and Mr. Smelcer asked me to let the engine pop off. I immedintely got down and opened the furnace door. They held us for fully three quarters of an hour, there was no fire front and I started to throw in some coal and he said don't you see it is hot now. I waited ten minutes longer and told him that there was no fire in the engine and he said it was hot enough. At this time they gave us the white board, we had a good tonnage train and were going up Chester Hill and the engine lagged from 200 pounds to 175 pounds. He told me to get her hot and to rake her. I told him I did not have any fire in there to rake. I threw my hook in but did not feel anything except the grate. He then told me that if we did not get the engine hot he would put me down after we climbed the hill. I asked him did he mean what he said and he told me again to get down, that he and the brakeman would carry the train on. The brakeman got off the seat box and got the shovel and commenced firing. I did not want to leave the engine on the road and asked him again did he mean what he said and he said "yes". During all this time he was cursing and abusing me and if you desire I can furnish you with the language he used. I have been held off ever since. I have not had any trouble during the two years I have been on this end of the road before.

I hope you will investigate the matter and permit me to take my run. I am unable to do anything without your assistance and aid.

Yours very respectfully,

(Signed) WM. (Ned) JOHNSON
2410 Old Dominion Street,
S. Richmond, Va.

-60

Mr. W. S. Carter, Esq.

Dear Sir:-

In response to your message received through Mr. James Smith for a fuller statement of my troubles with engineer Flinn, I wish to say that the trouble occurred on my first trip with him. Our train was due to leave at 7:30 A.M. but did not leave until half an hour later. We made the trip to Petersburg all right, but on leaving Petersburg and between there and Stony Creek the engine was good and hot and I saw that she was going to pop off. I got down an opened the furnace door to avoid it, but she popped off anyhow and just as soon as that happened he began to curse and abuse me for having the engine popping off all over the road. I got off my seat immediately and went over to his side of the engine and told him I did not have any fire in the engine scarcely, the grates were scarcely covered and the door was open, so I could not help the engine popping off. I also told him that I was not there to fuss with him but to do my duty and give satisfaction if possible and if I could not get along with him I would get down as I had heard of him being a hard man to get along with. I am the fourth man Mr. Flinn has had discharged within twelve months (George Handley, Henry Johnson, John Ivey and myself) all on account of the fact that the men would not take his cursing and abuse. I have been a locomotive fireman for 25 years on all classes of trains and never had any trouble before now with any engineer. Without your aid and assistance we are powerless and unable to help ourselves. This is as full a statement as I can make.

Very respectfully,

(Signed) M. H. GRAHAM

1510 Decatur Street

S. Richmond, Va.

-40

E-38-11-A

February 5, 1920.

Mr. W. E. Morse, Chairman,
Board of Railroad Wages & Working Conditions,
Southern Railroad Bldg., Washington, D. C.

Dear Sir:

This will acknowledge receipt of your letter of January 28th, Docket No. 679, addressed to Mr. W. S. Carter, Director, and attaching papers received by the Board relating to grievance presented by some of the colored firemen of the Atlantic Coast Line Railroad.

Very truly yours,

H. E. Daugherty

Assistant Director.

11/as

Form R R A 10 H

UNITED [redacted] ATION

John B. Shute
E. Thomas
H.F.D. Hamilton
J.R. Simmons

FILE NO. E-38-11-a

SUBJECT: Employees - Question of application of General Order No. 27 to Colored Passenger Brakemen (Train Porters) Supplement No-12

Volume No. _____

From _____

To _____

DIVISION OF LABOR

DIVISION OF LABOR.

Kansas City, Missouri,
July twenty-seventh,
1 9 18.

Mr. W. S. Carter,
Director Division of Labor,
U. S. R. R. Administration.

JUL 30 1918

Dear sir:—

We have been referred to you by the board of "Railroad wages and Working conditions" of which Mr. G. H. Sims is Chairman for the interpretation of Article #6 in the director Gen'ls. General Order #27. According to this order effective June 1st 1918, "Colored men employed as firemen, trainmen, and switchmen shall be paid the same rate of wages as are paid white men in the same capacities.

We, the so-called Train Porters or Colored trainmen are required to perform all the duties of a head end brakeman. According to Articles 441 and 442 of the rules of the operating department viz.,

> #441:-Train Porters report to an receive their instructions from the Trainmaster; while on duty they are under the directions of the conductor.
>
> #442:— They will be required to perform all the duties of a brakeman and in addition will carry the proper tools and keep the coaches and chair cars under their care as neat and clean as possible using every effort to make passengers as comfortable as possible.

Therefore we are working in the same capacity as passenger brakemen being required to see each and every train order and held equally responsible with conductor and flagman in seeing that the order is properly carried out. We are required to carry a switch key and do all the switching, coupling cars, flagging crossings and such other duties as befall a head end brakeman or flagman.

We will say that we received the increase according to Art. #2 in the Director General's Order#27 but not according to Art. #6 in the same General order. We hope we have proven to you that we are working in the same capacities of a white trainman and wish you would please explain why this order is not being lived up to by the several roads under Government control.

We are government employees and are anxious to do our bit as patriotic citizens and think that we should receive democratic treatment as every other loyal citizen.

Awaiting your reply, we remain,

Yours truly,

John B. Shute
A. T. & S. Fe R. R. Co.

E. Thomas
K. C. S. R. R. Co.

H. F. D. Hamilton
C. R. I. & P. R. R. Co.

J. R. Simmons
St. L. S. F. R. R. Co.

Please address answer to

John B. Shute,
1510 Cleveland Ave.,
Kansas City, Kansas.

August 12,1918

Mr. John B. Shute,
1510 Cleveland Avenue,
Kansas City, Kansas.

Dear Sir:

I have your letter of July 27th, and I understand from same that you and the others who signed the letter jointly with you, are "so-called train porters or colored trainmen". I understand you to ask what increases you are entitled to under the provisions of General Order No. 27.

The increases set forth in General Order No. 27 are based entirely upon the wages paid the position in December 1915. Whatever the "position" you now occupy paid in December 1915, will be the basis to which will be added the increase in wages provided in General Order No. 27. If you have already received some increases in wages since December 1915, but not as much as is provided in General Order No. 27, you would be entitled to the difference, but would not be entitled to the entire increase because you would already have received a portion of the increase.

I understand, however, that with this matter disposed of there is another question in which you are concerned. I understand that regardless of what increases may have been granted by the provisions of General Order No. 27, you feel that a train porter who is required to do passenger trainman's work should be entitled to passenger trainman's pay. In reply to this will say that General Order No. 27 did not affect past practices, and, therefore, would not give you passenger trainman's pay, where you have formerly not been so paid.

Several delegations of colored passenger train porters have visited me, and I have had communications from others, in all of which they bring up this same question.

I have always said that if their purpose is to secure an "increase in Wages" for their services as porters or passenger brakemen, Article VII of General Order No. 27 gives them permission to file with the Board of Railroad Wages and Working Conditions, such request, when the Board will give the matter consideration and make such recommendations to the Director General

as they believe proper.

You will understand that no railroad official has authority to increase wages above those set forth in Orders issued by the Director General, except the Director General himself, after the matter has been filed with the Board of Railroad Wages and Working Conditions, and they have recommended such increase to him.

Please show this letter to Messrs. Thomas, Hamilton and Simmons who signed your letter to which this is a reply.

Yours truly,

W. S. CARTER

1-LFS

August 12,1918

for Mr. Sines:

I herewith enclose copy of letter I have just addressed to Mr. John B. Shute, in reply to a letter received by four persons similarly situated.

In this letter I have tried to explain to Mr. Shute the difference between interpretations of General Order No. 27 and requests for increases in wages beyond those fixed by General Order No. 27.

I understand that several cases of this kind have been taken up with you, upon my suggestion to the persons concerned.

If your understanding of the matter is different from mine, I shall be glad to hear from you.

W.S.C.

1-LFS

August 14th, 1918

index

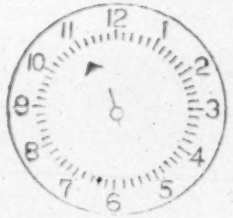
MEMORANDUM for Mr. Carter:

Your memorandum of the 12th inst. with which you enclosed copy of letter addressed to Mr. John B. Shute relative to wages of colored train porters. My understanding of the matter coincides with the position you have taken.

Hearings have been conducted in the case of colored train porters and questionnaire has been sent to the Regional Directors. It is expected that a recommendation will be made in the matter in the very near future.

G. H. Sines

DIVISION OF LABOR.



AUG 15 1918

Form G-28

UNITED STATES RAILROAD ADMINISTRATION

HENRY LEE

JOHN W. TAYLOR - Tampa, Fla.

SEABOARD AIR LINE RR.

SUBJECT: Correspondence with John W. Taylor re Suspension of Supp. No. 12

FILE No. E-38-11-a

Volume No. _____

From _____

To _____

DIVISION OF LABOR

Form 13
6-31-16. 1000 M. W.

JARD AIR LINE RAILWAY COMPANY

E 38.11

Tampa Fla
July 19-1918

Mr W. S. Carter
Director of Div of Labor
U.S. Railroad administration Wash D.C
Dear
Sir and bro I am
Riting you for some information
Concern the Railroad wages
I understood that the Firemen
Be no difence in the white
And the colored wages
Now I understand that Brakemen
On passenger train will only get
$60.00 per mo only and 25% for time
100
Mr Carter just a few me to say
that we as negro brakemen on
Passenger train have this as much
to do as this on freight train
open all switches cut cars and
Peck up all cars load on baggage
Then help with the Express
at night get all the U.S. mail
The baggeman in on the way the
Baggeman master in his car
and I'm one to help we have this
so due and get the train over the

Form 13
8-31-16. 1000 M. W.

...OARD AIR LINE RAILWAY COMPANY

For only $60 00/100 for me and
25¢ an hr air line"
The trakman on freight train $158 00/100
and the trakman on pas train $60 00/100
Now the cost of liven the man
on passenger train law the
most expence I will give it
to you I am running from Tampa
to Jax 211 miles on 1-2-3 and 4
I live in Tampa I ca
$60 00/100 now my home rent in
Tampa is $10 00/100 for mo my fo Bell
in .. is for 6 lo 7 00/100" per week
my sleeping in jax 50¢ for night
my eating 2 meals I am there
80¢. now my living whin i jax
Cost me $1 30/100 a day now
expence at home for liven
in Tampa for the support of my
family $34 00/100
in jax that end of road $14 20/100
2 suits a year $25 00/100
now we er given $60 00/100 for mo
.. expence $34 00/100 then $5 00/100 for
2 Bounds there is nothing left to
Buy my wife a pair of shoes nether me
Clothes I am liven just as cheap as
I cond

Form 13
8-34-18. 1000 M. W.

BOARD AIR LINE RAILWAY COMPANY

Mr Carter to your only
If you please consider
the matter at mail
If you please and due all you
Could for us Headend trakman
on passenger trains
We are then the work is trakman
and we are willing to Stay and
will Stay and kill the war is
over and due all we Could to
Help wend the war in the enlist-
ment of train as Agnes Citson of U.S
A. Mr Carter in 1915 I was
Getting only $40.00/100 Per mo 1919 was
Rose to $45.00/100

Allow me to Say we
are Cooking for better wages Cant
Live on this the Cost of living
I am working every day of my
life and Slower

Mr Carter was it the Brakman
on passinger to get the 20 flat Rose
Remember in 1915 we was only
Geting $40.00/100 Per mo to your order
If any one need the Rose it
is the Headen trakman on
passenger train

Form 13
8-31-16. 1000 M. W.

BOARD AIR LINE RAILWAY COMPANY

I have been with the S. A. Ry
18 years they have payed me
$30.00/100 My 38.00/100 they Raised $40.00/100
me 45.00/100 now 60

This mens of the freight is new
men and if these are the My Raise
why give the old man on the
Road that got we have made
the road what he had for nothing
So if there is a pay out it
belongs to we old men for passenger
trian

I am yours
Sarvent
a wate for
Jas Reply

Jno. W. Taylor
1110-3rd ave
Tampa Fla

Men Whose Pay Was Less Than This Amount in December, 1915, Recommended By Wage Commission for Substantial Raises—May Result in Meeting Heavy Back-Pay Since January 1—Decision Now Up to Director General McAdoo.

Washington, May 8.—All railroad employes whose monthly pay in December, 1915, was less than $250 a month, have been recommended for wage increases by the railroad wage commission.

The recommendations, if adopted by Director General McAdoo, would give the workers $100,000,000 in back pay from January 1 and would add $288,-013,718 to the pay rolls as of 1917, a net increase of 15.021 per cent.

Wage advances proposed, however, do not represent net increases over existing pay, but are based on the month of December, 1915. In other words, any increases which may have been allowed by individual roads since that time must be deducted. In some cases deductions will almost if not altogether cover the increases suggested, according to the report. The roads themselves during 1916 and 1917 increased wages an amount equivalent to [illegible]000,000, if applied to the present number of their employes.

"As to those who have received such increases," the report says, "we advise no other course than that the scale be adhered to, for it has its foundation in principle and not in the compelling force of any unusual competition. In no evet event, however, should there be any reduction in wages from those now obtaining.

"The railroads must, however, maintain their employment of workers, and, if by meeting fairly, as here, the needs of the time, this end can not be secured, there must be allowed play for other forces than those we have recognized."

Flat increases of $20 a month are proposed for all employes except apprentices receiving $46 or less, and all others up to $239 would get advances ranging from 43 per cent downward to 4.6 per cent, the smallest increases going to those with the highest wages. Above $239 flat increases would be given to make the wages $250. Apprentices from [illegible] years of age would receive only three-fourths of the recommended increases, and those below 18 years, one-half.

Pay Men Out of Service.

In the application of the scale the wage rates with the place so that men who have been promoted since December 1915, shall receive increases applicable to the new place and not to to their wages in that month. Men discharged since January 1 shall receive their share of the retroactive pay for the time that they worked.

Mr. McAdoo is studying the report, which was made public tonight, and will decide what increases shall be allowed, probably within ten days. It is considered certain that he will make readjustments which he believes to be necessitated by the intricacies of union wage scales and other wage factors. The commission based its recommendations on the monthly pay of the men, inasmuch as the advances were recommended to equalize wages and the growing cost of living, but the rates of increase were arranged for all classes of employes, whether paid by the month, day, hour or number of miles.

"An important feature of the report was the recommendation that where the same service is rendered the pay shall be the same without discrimination as to sex or race.

Overtime pay and hours of service should not be disturbed during the war, the commission reported, in suggesting that an exhaustive study be made of both subjects with a view to changes to eliminate dissatisfaction and improve the service. It was recorded, however, that a "standard day of reasonably limited length is as much a part of the measure of justice with the working man, as of his rate of wage."

"A sufficient increase should be given to maintain that standard of living which had obtained in the pre-war period, when, confessedly prices and wages were both low," says the report. "And upon those who can best afford to sacrifice should be cast the greater burden. * * *

"The magnitude of this amount ($288,000,000) is not staggering when the whole expenditure for wages upon the railroads (nearly $2,000,000,000) is considered. And whatever its effect upon the mind may be, we regard such an expenditure as necessary for the immediate allaying of a feeling that can not be wisely fostered by national inaction, and not one dollar more than justice at this time required. It will make hard places smoother for many who are now in sore need."

Beginning with the advance of $20 a month to workers receiving $46 a month and less, the recommended increases follow a sliding scale, varying with each dollar of advance in the basic pay. The percentage declines steadily as the higher paid class of employes are reached but the amount to be added to the wages increases gradually to $34, the largest amount recommended, which will go to workers making from $84.01 to $85 a month.

Schedule of Increases.

The increase recommended varied in amount based on monthly pay up to $250, where the increases stopped. Under $46, the increase recommended was a flat $20 a month. From $46.01 to $50, the recommendation was 43 per cent, other increases being:

$50.01 to $51, 42.35 per cent.
$51.01 to $52, 41.73 per cent.
$52.01 to $79, 41 per cent.
79.01 to $80, 40.87 per cent.
$80.01 to $81.00, 40.44 per cent.
$81.01 to $85, 40 per cent.
$85.01 to $86, 39.36 per cent.
$86.01 to $87; 38.74 per cent.
$87.01 to $88; 38.13 per cent.
$88.01 to $98; 37.53 per cent.
$89.01 to $90; 36.95 per cent.
$90.01 to $95 from 36.38 to 34.22 per cent.
$95.01 to $100, from 33.70 to 31.75 per cent.
$100.01 to $105, from 31.29 to 29.53 per cent.
$105.01 to $110, from 29.11 to 27.50 per cent.
$110.01 to $115, from 27.12 to 25.66 per cent.
$115.01 to $120, from 25.31 to 23.96 per cent.
$120.01, to $125, from 23.64 to 22.40 per cent.
$125.01 to $130, from 22.11 to 20.96 per cent.
$130.01 to $135, from 20.69 to 19.63 per cent.
$135.01 to $140, from 19.38 to 18.39 per cent.

Continued on Page Three.

RAILROAD EMPLOYES EARNING BELOW $250 MAY GET INCREASES

Continued from Page One.

$140.01 to $145, from 18.16 to 17.24 per cent.
$145.01 to $150, from 17.02 to 16.17 per cent.
$150.01 to $155, from 15.96 to 15.16 per cent.
$155.01 to $160, from 14.97 to 14.22 per cent.
$160.01 to $165, from 14.04 to 13.33 per cent.
165.01 to $170, from 13.16 to 12.50 per cent.
$170.01 to $175, from 12.34 to 11.71 per cent.
$175.01 to 180, from 11.56 to 10.97 per cent.
$180.01 to $185, from 10.83 to 10.27 per cent.
$185.01 to $190, from 10.14 to 9.61 per cent.
$190.01 to $195, from 9.48 to 8.97 per cent.
$195.01 to $200, from 8.85 to 8.375 per cent.
$200.01 to $205, from 8.26 to 7.80 per cent.
$205.01 to $210, from 7.69 to 7.26 per cent.
$210.01 to $215, from 7.16 to 6.74 per cent.
$215.01 to $220, from 6.64 to 6.25 per cent.
$220.01 to $225, from 6.15 to 5.78 per cent.
$225.01 to $230, from 5.69 to 5.33 per cent.
$230.01 to $235, from 5.24 to 4.89 per cent.
$235.01 to $239, from 4.81 to 4.56 per cent.
$239.01 to $249, the increase was a flat amount sufficent to make the monthly pay $250.

Permanent tribunals to continue the study of railroad labor problems and to adjust many grievances presented to the commission, but whcih it was unable to take up, were proposed. The commission added:

"Some salaries may well be abolished altogether, others greatly reduced, while in some cases of lesser paid officials increases would be warranted."

Total of $30,000,000 was found to have been paid out during the year ending December 31, 1917, to officials receiving $5,000 a year or more.

July 24m1918

Mr. Jno. W. Taylor,
1110 - 3rd Avenue,
Tampa, Fla.

Dear Sir:

This will acknowledge receipt of yours of the 13th instant, addressed to Mr. Carter, Director, Division of Labor, in which complaint is made that the colored brakemen are not paid the same rate as that paid to the white brakeman, as provided under General Order No.27.

For your information will state that it is my understanding of General Order No. 27 that there shall be no discrimination between employes doing the same class of work, and that the colored firemen, brakemen or trainmen performing the same service as the white employes shall receive the same compensation, effective as of June 1st, 1918.

Copies of Order No.27 and interpretations Nos.1 and 2 attached hereto for your information.

Yours very truly,

Assistant to the Director.

24

Form 13
8-31-16. 1000 M. W.

SEABOARD AIR LINE RAILWAY COMPANY E-38-11

2 7 1 n. 2 7 Tampa Fla
Aug 1-18

Mr W J McAdoo
And W. S. Carter
Director general of Railroads of U S A
Dear Sir and Boss you are of
7/24 and I have it - was
Cuyler Road and not Civil Eng
would you send
Mr McAdoo just a card me to
Say that - I am working as
Brakeman on the S A L Div of
Florida for $60.00/100 pr mo only
211 miles run
when this Rail began June 1-18
they payed me for the mo of June
on the 18 of July it was $60.00/100
Mr McAdoo and W. S. Carter
I have been with this Road
for 18 or 20 years have worked for
$1.00/100 pr day and our line and nothing
on it so if there is any
has atall why we Brakemen
on passenger lines out to get
as many thing that - the money
so payed the best - I cannot

Form 13
8-31-16. 1000 M. W.

2 — SEABOARD AIR LINE RAILWAY COMPANY

Have labored as Laguns we have
work hard for the Co
up the cost of liver The
money that we or getting
will not meet ans Demand
So let me ask you for no
Brakeman on passenger train
See that the
General order #27
So dun a order to order
And Cow we as not fireman
Porter as another we as Brakeman
we as doing the same work that
the white man as we open and
close switches cut of and pick up
and set of cars handle baggage
Exp and mail flag all head
end of the train
my Mcaloo we wood like for
you if you please a land to this
Be for the my Lady lon in Sept
So we can be with you on that
day I am willing to give all
I have and to help win the war
Have not my hart line you
So I dont not great how much it
do So let me here from you at

Form 13
8-31-16. 1000 M. W.

SEABOARD AIR LINE RAILWAY COMPANY

23

On this matter as let me
and the earthe Brakeman
See it on our pay day
8/17-18
we no that it is
not the governor during this
all
I am yours
Servant-
Jno. W. Taylor
1110-3rd ave
Tampa Fla
Await for your reply
on
S.A.L. Florida Div
Jax to Tampa

August 17, 1918.

Mr. Jno W. Taylor,
1110 - 3rd Ave.,
Tampa, Fla.

Dear Sir:

Your letter of August 1st addressed to the Director General has been referred to this Division for reply.

For your information will say the question of wages of trainmen is now being given consideration by the Board of Wages and Working Conditions, and it is expected that within a short time recommendations will be made to the Director General, when an order will be issued covering rates of wages and working conditions as affecting that class of employes.

Yours truly,

W. S. CARTER

5-SS

E 38-11

Form 13
8-31-16. 1000 M. W.

SEABOARD AIR LINE RAILWAY COMPANY

DIVISION OF LABOR.

AUG 26 1918

Tampa Fla
8/22-18

Mr D. Carter
Dir general of Railroads
Wash D.C

Yours of the 19 inst to hand it was carefully read and noted every word you said
In reply to yours will say I call to your atten par 23 of General order #27 article vi this have not been carried out at all now for the mo of June July we have only got $60.00/100 for mo
I have work five mo up to that date lost only 2 days tha paid me for Back time $5.38/100
Mr Carter. vi we or in that class we or Brakeman or passenger train .. Due the same work that the Engineer Fireman and Conductor getting cars and set off line up at meeting point Load Baggage and Express Mr Carter if there is any Cost to this why let me no we want the Rite thing only and that just what I am after Let me here from you at once If you need me Sir let me no

Form 13
8-31-16. 1000 M. W.

SEABOARD AIR LINE RAILWAY COMPANY

Now that is to say if you need
Me. There is some of the A & L
Brakemen up there I could then
that I would take care of it with
you that I no and die know that
you would die the nice thing for
me

Nothing more
Yours
Servant

Jno. W. Taylor

1110-3rd Ave
Augusta Ga

S.A.L. Ala Div

Sept.14,1918

E-38-11

Mr. John W. Taylor,
1110- 3rd Ave.,
Tampa, Florida.

Dear Sir:

Your letter of August 22nd in reply to mine of the 17th has been received.

I am enclosing herewith a copy of Supplement 6 and Circular 3, and would suggest you handle your case in accordance therewith.

Yours truly,

E-SS

W. S. CARTER

8611.2

FORM 13.
1-28 9. 5M. W.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

E. 38-11.

Tampa Fla
7/23-19

DIVISION OF LABOR.

APR 8 1919

Mr W. D. Haines
Director General of R.R.
U.S.R.A. and Div of Labor
Washington D.C

Dear Sir and gentleman
Just a few lines to say in the regards of passenger men Brakemen of R.R. Serves of the Ind administration
"On general order #27 wages of Railroad employes
Supplement #12 to general order #27
Circular #3
Article V.D. Colored firemen
Firemen Switchmen.
Effective June 1-1918 Colored men employed as firemen Firemen. Shall be payed the same rates of wages as are payed white men in the same classification
Supplement #12 to Gen order #27

FORM 13.
1-28 19. 300 M. W.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

#2

Roads to carry out the intent
of Article 1 of Gen order #27
which retroactive to June 1 1918
would like to say Sir
to your honor that if it have
not been carried out by no means
not since this article went
in to effective on June 1 1918
this day I understand that
the officials of the Railroads have
constructed they local officials
just today cotched Brotherhood
just on claims that there
is no white flagman
Mr W. D. Hines Dear Sir to your
hon. due acc to gen. order #27
Supplement #12 of the U. S. R. R.
Administration that we as
hose workers on passenger train
cut of pick up open switches and
clean at water tanks. oil and
cinder cars engines. hose train
steam hose. inspect cars. jack up
and pack hot boxes take out the injur

#35

FORM 13.
1-28 19. 300 M. W.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

We would like to no.
and will say that we are
doing the same class of work
as other laborers just for
only $60.00 pr mo and 25% over
time this is the day since
June 1 — 1918 this order went in
to effect just gen order #27
Have not been paid out
I am working for $60.00 Run from
Tampa to Jacksonville 211 mi
Sufing 50 & 2 meals $1.00 at home in
Tampa Have Rent $10.00 Take care
of family $4.00. 4 meals $16.00
2 Suits a year $6.50
Board and Sufing at Dap 150
" " " for 12 days 18 00
At home, in Tampa Rent 10 00
" " " 2 " 16 00
Pr mo $54 00
" $60.00 Pr mo
54 00
By Bal $6 00 Scan out of this $6.00
Hack fare to your Dat 2.00 and from

#7.

FORM 13.
1-28 19. 300 M. W.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

Mr W. D. Hines as it have
been issued by the R. R. Official
just to say no the colored
Brakeman on short lines where
there is no flagman wood
like to no on what line is it
on in Florida. As due that carry
out gen order #27
as "L" is it Rite for the Official
of the R. R. not to carry it out
the Ruling of gen order #27.
if this is Ruling of the Board
of U. S. R. R. Administration
we as a unorganized body of R R labor
and Brakeman just ask for your assistance
to Rec to this at once
We are Your Servant
Arthur Wilson
John x Rings
Joe B x Brown
Committee

John W. Taylor
1110-3rd ave
Tampa Fla
Sec

Dept Labor
Rec'd Feb 15 1919

April 9, 1919

E-38-11

Mr. John W. Taylor,
1110 3d Avenue,
Tampa, Fla.

Dear Sir:

This will acknowledge the receipt of your letter of April 3, addressed to the Director General and referred to this office for attention, with reference to the suspension of Supplement #12.

It is quite true that the application of Supplement #12 has been delayed, this being due to the fact that when the practical application of the wage order was attempted it was found that the situation in some instances was such that in order to do justice to all concerned the wage order should be reviewed, and this is what is happening, and what has delayed its application.

Just as soon as a definite line of action has been decided on every one interested will be advised in the usual way.

Very truly yours,

J. A. FRANKLIN

Assistant Director.

7-mwa

E 38-11-a

FORM 13
1-28 19. 500 M.

UNITED STATES RAILROAD ADMINISTRATION
DIVISION OF LABOR
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

MAY 12 1919

Tampa Fla
May 7-19

Mr Dr S Carter
Re of wages of R R
" Wash D.C.

Dear Sir Just allow me to
Ask you for Some enformation
On wages for all train that
" was made in the last two
was the Colored man on passenger
Train considered as not
On passenger train as he Cons
As porter (as passenger train"
Brakemen. as he due to the Same
Ray as 1 gen order #27 and Supplement
#12 the 5th 7th line Began at 8th word
... a B & E. 2nd it Says where white
Brakemen are not employed
The Compensation and overtime
Rule for Colored brakemen Rule
Be the Same for both passenger and
freight. due that on branch lines
only where there is no white flagman

112

FORM 13.
1-28 19. 300 M W.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

As due it means the same
pay on all lines that is to say
If they take a white Brakeman
off that line and put a colored
Brakeman on why the colored
Brakeman shod get the same
pay and his wages shod not be
cut in this new wages said
what it says passenger train
crew consist. Baggage master
flagmen and brakemen Does that
the colored or white on passenger
train or have the word porter
on passenger train stuck out
and have insert passenger train
Brakemen
Mr L. B. Burns Supt of A. L. R.R.
Fla Div at Tampa Fla say it dont
Reach us at all and colored Brakemen
on passenger train that we as not
Brakemen. we as Porters and
there is nothing for Porters
we wants to no have we been counted
as Brakemen or not Due we get the

131

FORM 13.
1-28 19. 300 M. W.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

Same pay as white trakemen
on passenger train as not
If so why please let us no.
at once & all so visit
Mr T B Burns the same
so our time could be sent in
at once T B Burns Supt S A L R R
Fla Div Sanford Fla. we have been
to see Mr Burns and he said
there is nothing for posters only
on branch lines where there is
no white flagmen and said
that we could get us a laws
and send him to washing
to get our money would it be
necessary to do so
I think that the R R Co have refuse
to obey the orders of the goverment
and they should be sent to do
though it let us hear from you
at once or this by mail as we
are in need of our money
the R R Co are trying us out
we have stuck by them as men

FORM 13.
1-28 19. 300 M. W.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

we have work as a man
from time to time made
the money for them by getting them
over the Road Resting on time
now have Refuse to pay as offer
The government have said it to be
paid

Let us hear from you
soon as possible on this matter
so we will no just what to
do in time

By mail arrive

Committee of 4
Arthur Watson Tampa Union Station
Henry Lee - 1314 Nebraye Tampa
John Ringer Plant City Fla
Jas. W. Taylor
Sec 1110 - 3rd ave
" Tampa Fla

May 13, 1919

E-38-11-a

Mr. Henry Lee,
1314 Nebr. Ave.,
Tampa, Fla.

Dear Sir:

This will acknowledge the receipt of your letter of May 7 addressed to W. S. Carter, Director of the Division of Labor, signed by yourself and associate members of Committee of Four, which apparently has to do with the application of the terms of Supplement #12 to colored train porters.

I attach a copy of the Supplement in question and would state that on April 7 instructions were issued to all Regional Directors that the supplement be applied as issued.

However, if you do not feel that you are being properly treated under the wage orders, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad, and failing a personal settlement, that the matter be handled thru your organization, if you belong to an association of railroad employes. If you do not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement #6 to General Order #27, copy attached, and forwarded to this office, when the matter will have prompt attention and an adjustment effected.

Very truly yours,

Assistant Director.

7-mrs

J. A. Franklin

93155

FORM 13
1-28 19. 300 M.

Con. Colored Brakemen

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

OFFICE OF DIRECTOR GENERAL OF RAILROADS

E 38-11-2

DIVISION OF LABOR.

Tampa Fla
May 7-19

MAY 12 1919

Mr W. D. Hines
Dir Gen of Railroads
Wash D.C.

MAY 13 1919

Dear Sir and bro to Supplement #12
To gen order #27 Art VI The R.R Co
Have Refuse to pay brakmen on
passenger train, and said that
Only Rad the branch lines
Mr L. B. Burno Supt of Ala Div S.A.L.
Tampa said for us to get a Lawer
Mr W. D. Hines will you please let me
no have we as have well not ben
Ras on this new scale or not
the officials say that it Dont Rack
us and have refuse to pay it
say there is nothing for Sers that
only for Branch lines only there is
nothing for porters says Mr Supt L. B. Burno
that yet we was not rackeers
Is we as Mt porters we as passenger
train Brakemen or not Mr Hines

2

FORM 13.
1-28 19. 300 M.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

We wonts to no has this order
Been pass by the bord if So. why not
The R.R. pay it By all Means they
Have Refuse to Okay the order
of the government by not pay it when
it was out by mens how was afonted
By the gov to Control the U.S R.R
they have not comply with gen order
27 for Jan 1918 now all as for the
Order 1919 I call your attion to
Supplement #12 to gen order # 27
A-B-C-D and E we come under that
as passenger train trakemen and not
porter. we as during that work
and wood like for you to see that
this order is carried out to full
I as for both Jan. 1918-1919 as for gen order
#27 and Sup #12 Mr Hines will
you please send me the gen order
And Suff of las order of the Bord
Wages and working conditions of this
new scale that cents in effect Jan
1919 and will you please rite

FORM 13.
1-28 19. 300 M.

93

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

Supt of Fla Div L. B. Burns
S.A.L RR at Tampa Fla
Dear Sane that is to say if there
have been a Rese for us and
we are Brakemen and Porters on
Passenger train
So you see Hon Sir I due think it
is Rally on messe of so much
Condendes Supt and train master
say to get "a lawer. is it nessary
I due so if so why let me no
If not I would like to no
we need the money on acc of the
cost of liven and any back time for
Jan. 1918 $25.50/100 is no due us from
" " to Dec 31. 1918" Back time
So you see Hon Sir the G and I Fla on one
have payed of and Back time for
Colored Brakemen the A.C.L Branch lines
S.A.L nothing Let me here from
you at once on this phase
we are Rely in need of yours
assent at once by wire or mail
we are in need of you Sir

FORM 13.
1-28 19. 300 M. W.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

Hoping to hear from you
So OK Pabell
If it is necessary we will send
a man to the my lord to
Explain this matter
We are
Yours truly
Sorrento
Committee
Henry Lee
John T Ringer
Arthur Wilson
John W Taylor
Sec 1110 - 3rd ave
Tampa Fla

93155

May 13, 1919.

Dear Sir:

This will acknowledge receipt of your letter of May 7th, to the Director General, regarding the adjustment of your wages as passenger brakeman.

Your letter is being referred to Mr. W.S.Carter, Director, Division of Labor, for prompt attention.

Sincerely yours,

(Signed) M. B. C.

Mr. John W. Taylor,
#1110 Third Avenue,
Tampa, Fla.

Y*L

May 14, 1919.

File E-38-11-A

Mr. John W. Taylor,
#1110 Third Avenue,
Tampa, Fla.

Dear Sir:

This is to acknowledge receipt of your letter of May 7th, addressed to the Director General, which has been referred to this Division for reply, with reference to the adjustment of your wages as passenger brakeman.

I wish that you would each sign up yourself, and advise me the run you are employed in, and the name of the officer of the road who has refused application of the Supplement. Also give me details as to your duties.

Yours truly,

J. A. Franklin

7-RMB

COPY

Form G-77.

E-38-11-4

Form 9

SEABOARD AIR LINE RAILWAY COMPANY

TAMPA. FLA. MAY 22ND 1919.

MR W.S.CARTER
DIRECTOR DIVN OF LABOR
EASHINGTON DC,
DEAR SIR;

REPLYING TO YOURS OF THE 14TH INST.
WE THE UNDERSIGNED PASSENGER TRAIN BRAKEMAN EMPLOYED ON THE FLORIDA DIVISION OF THE SEABOARD AIR LINE RAILROAD TRAINS 1=2=3=4=15=16=21=20 22=23=27=28=25=26, INSPECT CARS TEST SIGNAL AND BRAKES USE HAND AND LAMP SIGNALS FOR THE MOVEMENT OF TRAINS OPEN AND CLOSE SWITCHES COUPLE AND UNCOUPLE CARS, ENGINES AND HOSE CHAIN AND COMPARE WATCHES BY RULE SET OFF AND PICK UP CARS MAKE SWITCHES FLAG ALL STREET CROSSINGS IN TOWNS WHERE THEY ARE REQUIRED HANDLE BAGGAGE AND EXPRESS. OUR SUPERIOR OFFICERS, ARE . MR W.J.HARAHAN FEDERAL MANAGER NORFOLK VA, MR, WL SEDDON NORFOLK VA AND MR. L.B.BURNS DIVN SUPT FLA DIVN TAMPA. FLA.

YOURS RESPECTFULLY,

Train #

Wosenx Sanders 22-23
Henry Newton 1-2-3-4
J. C. Brown 1-2-3-4
Joe Smith 1-2-3-4
Long Whitehead 27-28
Henry Lee 22-23
tom Cayer 27-28
Arthur Watson 1-2-3-4
Sam Green 25-26
John Ringer 15-16
Sam Glover 15-16
Dan Smith 1-2-3-4

Train #

Bert William 20-21
Albert Walker 27-28
D. Davis 1-2-3-4

Jno. W. Taylor 1-2-3-4
1110-3rd ave
Tampa Fla

Form 9

SEABOARD AIR LINE RAILWAY COMPANY

Tampa Fla
May 28-19

Mr H. S. Carter
Dis of Labor R.R Adm

We are the Brakemen on
Regular Runs on Passenger train
Due Ask for Brakemen pay and
Back time pay as per gen order #27
as vi and Supp 2

Hope this will prove Satisfactory
and approve all so the letter with
our Conductors Signature
we Remain Yours

DIVISION OF LABOR.

MAY 26 1919

Very truly
Geo. W. Taylor
Sec
1110-3rd ave

S. A. L. Flandin

June 7, 1919.
E-38-11-A

FILE

Mr. Jno. W. Taylor,
1110-3rd Ave.,
Tampa, Fla.

Dear Sir:

This will acknowledge receipt of letters, signed by yourself and others, dated May 22 and 23rd, relative to the application of supplement No. 12 to passenger brakemen.

Please be advised that I am today referring this to the Federal Manager. ~~Very truly,~~

Yours very truly,

vs

J. A. Franklin

COPY

Form G-77.

FILE

June 7, 1919.
E-38-11-A

Mr. W. J. Harahan,
Federal Manager,
S. A. L. Railroad,
Norfolk, Va.

Dear Sir:

I am in receipt of complaint as per attached copy advising that Supplement No. 12 has not been applied to passenger porters doint train brakemen work on the S. A. L. Railroad.

Will you please investigate this and advise me as to why Supplement No. 12 has not been put into effect.

Yours very truly,

J. A. Franklin

7-vs

CC-B. L. Winchell,
Regional Director.

COPY

Form G-77.

July 8, 1919.

E-38-11-A

FILE

Mr. W. J. Harahan,
Federal Manager,
Seaboard Air Line Railroad,
Norfolk, Virginia.

Dear Sir:

Please accept my thanks for your letter of June 30th, regarding complaint from train porters on the Florida Division, who state that Supplement No. 12 is not being applied to them.

Yours truly,

J. A. Franklin

7-ac

COPY

Form G-77.

2—8675

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD
MACON, DUBLIN & SAVANNAH RAILROAD
DURHAM & SOUTHERN RAILROAD
GEORGIA, FLORIDA & ALABAMA RAILROAD
BENNETTSVILLE & CHERAW RAILROAD

E-38-11-a

W. J. HARAHAN,
FEDERAL MANAGER.

OFFICE OF FEDERAL MANAGER

NORFOLK, VIRGINIA

June 30, 1919.

16504 -A

Mr. J. A. Franklin,
Asst. Director, Division of Labor,
Washington, D. C.

Dear Sir:

Replying to your letter June 7th, enclosing complaint from train porters on the Florida Division, who state that we are not applying Supplement No. 12.

These porters are running on passenger trains that are supplied with flagmen and are being paid porters' wages in accordance with instructions that we have received. Where flagmen are carried on trains, the management does not require porters to do any duties of the brakeman or flagman, their duties being strictly those of porter.

It is unquestionably true, however, that these porters are required by the conductors to do a great deal of work which , however, we have instructed they shall not do. This has brought about dissatisfaction on the part of the negro porters. This has been so acute that we have recently recommended to the Regional Director that these porters be paid an additional $25. per month to cover this condition. I think this will meet with general satisfaction if it is promptly handled, otherwise I am afraid we are going to have to apply Supplement No. 12.

Yours very truly,

W J Harahan

Federal Manager.

DIVISION OF LABOR
JUL 5 1919

July 8, 1919.

E-38-11-A

FILE COPY

Mr. John W. Taylor,
1110 Third Avenue,
Tampa, Florida.

Dear Sir:

With further reference to application of Supplement No. 12 to passenger brakemen, I wish that you would give me individual cases where they are flagmen on the train and yet where the conductor requires that porters perform brakemen's or flagmen's duties. Let me have each case separately, that is, giving me the name of the employe, his run, the names of his associates in the service, who are either brakemen or flagmen, also a description of the work he does as a porter and also services he renders outside of a porter's duties and the circumstances under which he renders them, that is, who instructs that he perform them.

Yours truly,

J. A. Franklin

7-ac

Form G-77.

2—8075

OFFICE OF
DIRECTOR GENERAL
OF RAILROADS

102313

E 38-11-a

JUL 10 1919 DIVISION OF LABOR.

Tampa, Fla. July 4, 1919.

Mr. W. D. Hines and W. S. Carter,
Div. Gen. of R. R. and Dir. Div. of Labors,
Washington, D. C.

JUL 10 19

Dear Sirs:

We are the employees of the Seaboard Air Line Railroad Company, have been and were on the year and date that the Government took the railroad over, and our duties have been, and were at that time and are now the duties of Passenger train brakemen.

Now let me say there are no railroads coming South, that is to say, Passenger Trains, cannot say that we are not doing the duties of passenger train brakemen. Our duties on the S. A. L. Railroad, in passenger train service, are as follows: open and close switches, switch, set of, pick up, pack, box, test signals, inspect cars at water tanks, loading and unloading baggage and express, calling stations, opening doors. Mr. Hines, Honorable Sir, in reference to the above, if I am not performing the duties of a passenger brakeman, will you please tell me my duties?

I will give you the rules of Brakemen that we are performing duties on the Seaboard Air Line Railroad since it has been a Railroad, and have been paid for the duties that we do as brakemen. Brakemen duties, Rule book Page 80, Rule No. 650 to 661 as follows: "Brakemen report to the train master and must obey the orders of the conductor and at terminals the orders of the Yard master. They must at all times keep a constant lookout for signals;they will provide themselves with and take care of and prop[illegible] train and dar[illegible]nals, assist the conductor [illegible] the cars and in all [illegible] movement of trains; [illegible]ntilation of the cars; open

and close the car doors, and assist the conductor in the proper disposition of passengers and in preventing them from riding on the platforms or in any way violating the regulation provided for the safety; in preserving order, and in all things requisite for the comfort of the passengers. They must examine and know for themselves that the brake shafts amd attachments, ladders, running boards, steps, handholds, and other parts and mechanical appliance which they are to use are in proper condition; if not, put them so or report them to the proper parties that they may be put in order before using.

No. 99 - The rear or head brakeman must immediately protect the train as provided in Rule 99 with out waiting signal or instructions to do so.

Div. Gen. and Dir. Div. of Labors, the duties as above we are performing and the Seaboard Air Line Railroad Company will not pay us as passenger train brakemen. Mr. Hines and Mr. Carter, please let me have something definite in regard to this matter at once. We are performing the duties of passenger train brakemen and the Government are handling the Railroad and this is a ruling of the government men in office who were appointed by the Government, and the Railroad officials have refused to pay it. Have they not refused to obey the orders of the Government or not? Mr. Hines and Mr. Carter, we want to know at once something definite and when this time will be paid to us.

We have written Mr. W. J. Harahan, of the Seaboard Air Line, also Mr. W. LL. Seddon but have received no reply from either. Gentlemen, we want pay from January 1, 1918 up to date - it is ours and we want it at the earliest date possible. We are in need of same on acco[illegible]wing expenses. [illegible] are only paying us $60.00 a month. We [illegible]'s w[illegible]akemen's pay. Kindly let us

[illegible]p before the Railroad officials

[illegible] lot [illegible] Board handle it.

Remember we want Brakemen's pay and Back time from January 1st, 1918.

We are your humble servants,

INTERNATIONAL BROTHERHOOD OF A. M. R.R

Arthur. Wilson
Lockal. Chr

Jno. W. Taylor
Secretary

Henry. Lee

1110-3rd Avenue

Officials names: W. J. Harahan, Norfolk, Va.

W. L. Seddon, Norfolk, Va.

W. L. Stanley, Atlanta. Ga.

Mr. Grimshaw, Savannah, Ga.

L. B. Burns, Div. Supt., Tampa, Fla.

Employes of agreement

B x William
Henry x Tulor
willie x Chapman
Arthur wilson
Don Smith
JOE x Brown
Lee x Davis
Sam x Oliver
Alfort. Walker

John W. Taylor
Henry Lee
Sam x Boyman

102813

July 10, 1919.

Dear Sir:

This will acknowledge receipt of your communication of the 4th instant with regard to the rate of pay and back pay for services as passenger train brakeman on the Seaboard Air Line Railroad.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. John W. Taylor,
1110-3rd Ave.,
Tampa, Fla.

C/RW

mg.

FORM 13.
1-28 19. 300 M. W.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

Tampa Fla.
May 12/1919

Mr W.D. Hines and W.S. Calder
Director general of R.R.
Wash D C

We as the Colored employees of the Seaboard air line Railroad as porters And during the work of brakemen on Passenger train and not geting Payed for same So it is necessary to cut out the word Porter and present Brakemen and Pay us for the Same that is to Pay us wrongs brakemen pay for brakeman work on passenger train
Inspect Cars and test Signal. brake Apparatus for the safety of train movement Hand and lamp Signal for the movement of train. Open and Close Switches. Couple and uncouple Cars And engines. hose Chain attachments thereof. Compare watches when required. Only rule. So on this we will Ask the R R Co for Brakemen pay

121

FORM 13.
1-28 19. 300 M. W.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

On passenger train on acc-
of the cost of liven it is impos-
ble for me to live on $60.00 Pr mo
So we as looking to you and the
the Board of wages and working condi-
tion to do just what is right by us
In the way of a new liven
where the R.R.Co have refuse to do
so when they so that we as slaves
And nothing new we have on the
the money on the first raise and
have not got it Jan-1918 it have
been order to be payed and it have not
yet been payed we have all ways did
Brakeman work on passenger train
And have now got nothing for it
Allow me to say that Seaboard #1-2-3
And 4 is hard and more work on it
So due then every freight service on
this division picking off off open and
close load trunks and on load express
So on this grounds we ask for me
Pay that we could live on and work on
And our back line for the first raise

FORM 13.
1-28 19. 300 M. W.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

That due me from Jan 1-1918 up to date
will give you the names of
the trainmen on S.A.L. R.R. Ala Div

Aztor. Watson	12/27 1900
John. Ringer. time of Service	12/30 1909
Henry Lee " "	1/10 1910
Sam. Glover " "	1/1 1883
Joe. Brown " "	5/15 1909
Henry Marlon " "	3/15 1915
Lu. Davis " "	1/5 1908
Dan. Sluitt " "	10/14 1917
C. Williams " "	11/7 1906
Jno. W. Taylor " "	12/14 1900

So we petition to the R R Co Thru
Div of Labor for more pay and bal due us
for Jan 1 1918. All do send a petition
Bear the names of our Conductors and
Engineers hope that it will prove OK
And give Satisfaction

we do pray Account a wait your reply

Aztor Watson union Station Birm
Henry Lee 1314 Nel "
John W. Taylor "
Sec 1110-3rd Ave "

FORM 13.
1-28 19. 300 M. W.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD

Please this will Issue
O.K. The S.A.L. RR Due me from
Jan 1 — 1918 up to date 16 mo
Mr W L Sudden GM "
" L B Burns Supt of Fla Div
Tampa Fla

P.S. Send letter will follow
with all Conductors name
Signed 6/22 — 1919 end —

Jno. V. Taylor Sec
"

1110 - 33rd ave
Tampa Fla

May 28,1919.

E-38-11-A

FILE

Mr. John W. Taylor,
1110 - 3rd Ave.,
Tampa, Fla.

Dear Sir:

This will acknowledge receipt of your letter of May 12th addressed to the Director General and referred to this Division for reply with reference to the application of Supplement #12 to colored Brakemen.

I attach a copy of the Supplement hereto and please be advised that instructions were issued to all Regional Directors that the supplement be applied as it stands.

Should, howefer, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization. Should you not belong to an organization of railroad employees then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No.27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials and forwarded to this office. Upon receipt of this statement in this office the matter will have prompt attention and an adjustment be effected.

Yours truly,

Form G-77.

J. A. Franklin

S-AR

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
WASHINGTON

DIVISION OF LABOR
W. S. CARTER, DIRECTOR

J. A. FRANKLIN
G. W. W. HANGER
ASSISTANT DIRECTORS

May 28,1919.

E-38-11-A

Mr. John W. Taylor,
1110 - 3rd Ave.,
Tampa, Fla.

Dear Sir:

This will acknowledge receipt of your letter of May 12th addressed to the Director General and referred to this Division for reply with reference to the application of Supplement #12 to colored brakemen.

I attach a copy of the Supplement hereto and please be advised that instructions were issued to all Regional Directors that the supplement be applied as it stands.

Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization. Should you not belong to an organization of railroad employees then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No.27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials and forwarded to this office. Upon receipt of this statement in this office the matter will have prompt attention and an adjustment be effected.

Yours truly,

J. A. Franklin

Lost uncle

7-AR

G H S
D T S
D T S

Tampa Fla
July 7-19

Mr G. T. Taine

Chairman board of
Railroad wages and working
Condition. Washington D.C.
Some time a go we
Rotem you a letter and
Signed up by us the duties of
Ours that we as performing
And have not heard from you
Yet all will say to the board Sir
We as Colored Employes of the
Seaboard Air Line R.R Co we as perform
the duties of Brakemen on passenger
Train and not geting Pay for it
The R.R.Co Sir have Refuse to Pay us
Brakemen Pay then Make us
Do brakemen work on passenger
Train. Board of Railroad wages
and working Condition our Duties
As brakemen and we works

Brakemen Pay of Supplement
#16 of gen order #27. and
Back time Jan 1st 1918
We have taken this matter
up with the federal Manager
And Cant get no Reply from
them at all. our duties as oper
And Close Switches Pick up cut of
Set of Load and unLoad baggage
Express and perfect cars Rock and
Brass Lot journal give Signal
By hand and light.
Gents. the above are the duties
we are Performe and must
Due it then only Pay us as
Porters $60.00/100. Pr Mo.
Mr Fairman we" must have
Brakemen Pay and back time
And it must be gen at once
on acct the cost of Liven we are suffering
Let us hear from ya at once
we are Yours Servant

Committee of grievance

NAME	TRAIN#	NAME	TRAIN#
Sam Glover	15-16	D Davis	1-2-3-4
Tom Taylor	27-28	B Williams	20-21
Henry Tutor	20-21	John W Taylor	1-2-3-4
Sam Boynton		Arthur Watson	
Abbott Walker	22-23		
Lee Davis	1-2-3-4		
Will Chapman	1234		
Don Smith	1-2-3-4		
Joe Brown			
John Ringer			

THE NATIONAL BROTHERHOOD WORKERS OF AMERICA R. R.

Arthur Watson
Local Chairman

Jno. W. Taylor
Secretary

N. Lee
Assistant Chairman

1110 3rd ave
Tampa Fla

131 Neb. Ave

We are employed by S.A.L
under
Federal Managers
W.G. Horohan. Norfolk Va
W.L. Seddon " "
W.L. Stanley " "
L.B. Burns Div Supt
Tampa Fla

E-38-11-a

DIVISION OF LABOR.

July 14,1919.

JUL 15 1919

EXTRA

Mr. J. W. Taylor
1110 Third Avenue
Tampa, Fla.

Dear Sir:-

Letter signed by yourself and others, dated July fourth, has been referred to Mr. W. S. Carter, Director, Division of Labor, as the subject referred to therein properly comes within the jurisdiction of that division.

Yours very truly,

COPY

A. O. Charlton
Chairman.

Form G-76. 9-59 2—8674

cc Mr.W.S.Carter.

FILE

E-38-11-A

July 19, 1919.

Mr. J. W. Taylor,
1110 3rd Ave.,
Tampa, Fla.

Dear Sir:

This will acknowledge receipt of your letter of July 4th, with further reference to the failure to apply Supplement No. 12 on the Seaboard Air Line Railroad.

Please be advised that I am today taking your case up with the Federal Manager.

Yours very truly,

J. A. Franklin

COPY

7-FD

Form G-77

7—8675

E-38-11-A

July 19, 1919.

FILE COPY

Mr. J. W. Harraham,
Federal Manager,
Seaboard Air Line,
Norfolk, Va.

Dear Sir:

I am in receipt of a complaint from a number of employees of the Seaboard Air Line, to the effect that Supplement No. 12 is not being applied on your road. I attach hereto copy of their complaint.

Please investigate and advise me in regard to this matter.

Yours very truly,

J. A. Fr[illegible]

7-KD
Encl.

2—8675

Form G-77

C O P Y

William C. Guthrie

Attorney at Law.

Jacksonville, Fla.

July 19, 1919

Hon. W. S. Carter, Director
Division of Labor,
Interstate Commerce Bldg.,
Washington, D.C.

Dear Sir:

I am enclosing you herewith a concrete statement in triplicate signed by employees of the Florida and South Carolina Divisions of the Seaboard Air Line Railroad setting forth their contentions relating to differences between them, and the management.

These statements have been presented to the management and they have refused to set forth their position, nor sign the enclosed statements hence we are unable to obtain same to submit with the statements enclosed.

I will thank you to acknowledge receipt of these papers, and advise when a hearing can be held if allowed.

Yours truly,

W. C. Guthrie.

The original letter seems to have been lost - but the situation was explained to Mr. Guthrie who called today 9/10/19 that the matter was now up with Fed. Mgr. Hardaway for further investigation & report.

G.W.S.

COPY

STATEMENT OF THE POSITION OF CERTAIN EMPLOYEES OF THE PASSENGER BRAKEMEN

OF THE SOUTH CAROLINA DIVISION OF THE SEABOARD AIR LINE RAILROAD COMPANY.

also Florida.

Under date of May 25th,1918, there was issued under the authority of the Director General of Railroads, order No. 27, entitled "Wages of Railroad employees" which ordered an increase to employees of the different railroads operating under Federal control. There have been several amendments or supplements to said general order No.27. Under date of December 2nd, 1918, Supplement No. 12, was issued and under date of April 10,1919, supplement No. 16 was issued.

In reference to the application of said order and in its supplements by the incorporation of said orders into existing agreements, there has arisen in this division, a disagreement between the employees and the officials, to-wit: The undersigned employees are now and their successors in office were performing on June 1st, 1918, the following essential duties, to-wit:

Inspecting cars and testing signal and brake apparatus for the safety of train movements; of using hand and lamp signals for the protection and movements of trains; opening and closing switches; coupling and uncoupling cars and engines and the hose and chain attachments thereof; comparing watches when required.

Wherefore the undersigned contend that under supplement No.12, they are designated as passenger brakemen or flagmen and should be paid accordingly.

The contention of officials are that the undersigned are still porters and are not entitled to the compensation allowed brakemen and flagmen but the contention of the undersigned is that they are brakemen and flagmen on passenger trains in their division performing the duties of brakemen on said passenger trains by reason of said duties that the officials of the railroad should be required to incorporate the wage order covering brakemen or flagmen into the agreements of said parties.

The employees contend further that even under class "B" of article One (1) of supplement No. 16, effective January 1,1919, they are entitled to $110.40 per month.

Said parties would show that they are performing the essential duties incident to railroading and the operation of passenger trains as outlined in Section One (1), of supplement No.12, and should be entitled to the pay of passenger brakemen or flagmen.

The undersigned would further show that for a long space of time they have insisted upon their rights of compensation under these orders issued under direction of the Director General of Railroads, but that their Superintendent has on each occassion informed the representatives of the undersigned that the boys would be taken care of, as they were working to get these matters adjusted; Finally patience ceasing to be a virtue, a committee from the employees waited upon the officials who then informed said committee that they were not entitled to the increase in wage, never had been and never would be, hence your petitioners are submitting the matter to you for determination.

The undersigned would show that the delay caused by the submission of these conditions has been due the officials touting up the undersigned by promises upon promises that an adjustment would be made.

Now briefly the contention of undersigned employees is that they are passenger brakemen or flagmen and performing the duties thereof while the railroad superintendents contend they are porters on such passenger trains.

We submit the matter in view of what has been stated and respectfully request an oral hearing before the Board of Railroad Wages and Working Conditions.

COPY

STATEMENT OF THE POSITION OF CERTAIN EMPLOYEES OF THE PASSENGER BRAKEMEN OF THE SOUTH CAROLINA DIVISION OF THE SEABOARD AIR LINE RAILROAD COMPANY.

Under date of May 25th,1918, there was issued under the authority of the Director General of Railroads, order No. 27, entitled "Wages of Railroad employees" which ordered an increase to employees of the different railroads operating under Federal control. There have been several amendments or supplements to said general order No.27. Under date of December 2nd, 1918, Supplement No. 12, was issued and under date of April 10,1919, supplement No. 16 was issued.

In reference to the application of said order and in its supplements by the incorporation of said orders into existing agreements, there has arisen in this division, a disagreement between the employees and the officials, to-wit: The undersigned employees are now and their successors in office were performing on June 1st, 1918, the following essential duties, to-wit:

Inspecting cars and testing signal and brake apparatus for the safety of train movements; of using hand and lamp signals for the protection and movements of trains; opening and closing switches; coupling and uncoupling cars and engines and the hose and chain attachments thereof; comparing watche when required.

Therefore the undersigned contend that under supplement No.12, they are designated as passenger brakemen or flagmen and should be paid accordingly.

The contention of officials are that the undersigned are still porters and are not entitled to the compensation allowed brakemen and flagmen but the contention of the undersigned is that they are brakemen and flagmen on passenger trains in their division performing the duties of brakemen on said passenger trains by reason of said duties that the officials of the railroad should be required to incorporate the wage order covering brakemen or flagmen into the agreements of said parties.

The employees contend further that even under class "B" of article One (1) of supplement No. 16, effective January 1,1919, they are entitled to $110.40 per month.

Said parties would show that they are performing the essential duties incident to railroading and the operation of passenger trains as outlined in Section One (1), of supplement No.12, and should be entitled to the pay of passenger brakemen or flagmen.

The undersigned would further show that for a long space of time they have insisted upon their rights of compensation under these orders issued under direction of the Director General of Railroads, but that their Superintendent has on each occassion informed the representatives of the undersigned that the boys would be taken care of, as they were working to get these matters adjusted; Finally patience ceasing to be a virtue, a committee from the employees waited upon the officials who then informed said committee that they were not entitled to the increase in wage, never had been and never would be, hence your petitioners are submitting the matter to you for determination.

The undersigned would show that the delay caused by the submission of these conditions has been due the officials touting up the undersigned by promises upon promises that an adjustment would be made.

Now briefly the contention of undersigned employees is that they are passenger brakemen or flagmen and performing the duties thereof while the railroad superintendents contend they are porters on such passenger trains.

We submit the matter in view of what has been stated and respectfully request an oral hearing before the Board of Railroad Wages and Working Conditions.

COPY

STATEMENT OF THE POSITION OF CERTAIN EMPLOYEES OF THE PASSENGER BRAKEMEN OF THE SOUTH CAROLINA DIVISION OF THE SEABOARD AIR LINE RAILROAD COMPANY.

Under date of May 25th,1918, there was issued under the authority of the Director General of Railroads, order No. 27, entitled "Wages of Railroad employees" which ordered an increase to employees of the different railroads operating under Federal control. There have been several amendments or supplements to said general order No.27. Under date of December 2nd, 1918, Supplement No. 12, was issued and under date of April 10,1919, supplement No. 16 was issued.

In reference to the application of said order and in its supplements by the incorporation of said orders into existing agreements, there has arisen in this division, a disagreement between the employees and the officials, to-wit: The undersigned employees are now and their successors in office were performing on June 1st, 1918, the following essential duties, to-wit:

Inspecting cars and testing signal and brake apparatus for the safety of train movements; of using hand and lamp signals for the protection and movements of trains; opening and closing switches; coupling and uncoupling cars and engines and the hose and chain attachments thereof; comparing watche when required.

Wherefore the undersigned contend that under supplement No.12, they are designated as passenger brakemen or flagmen and should be paid accordingly.

The contention of officials are that the undersigned are still porters and are not entitled to the compensation allowed brakemen and flagmen but the contention of the undersigned is that they are brakemen and flagmen on passenger trains in their division performing the duties of brakemen on said passenger trains by reason of said duties that the officials of the railroad should be required to incorporate the wage order covering brakemen or flagmen into the agreements of said parties.

The employees contend further that even under class "B" of article One (1) of supplement No. 16, effective January 1,1919, they are entitled to $110.40 per month.

Said parties would show that they are performing the essential duties incident to railroading and the operation of passenger trains as outlined in Section One (1), of supplement No.12, and should be entitled to the pay of passenger brakemen or flagmen.

The undersigned would further show that for a long space of time they have insisted upon their rights of compensation under these orders issued under direction of the Director General of Railroads, but that their Superintendent has on each occassion informed the representatives of the undersigned that the boys would be taken care of, as they were working to get these matters adjusted; Finally patience ceasing to be a virtue, a committee from the employees waited upon the officials who then informed said committee that they were not entitled to the increase in wage, never had been and never would be, hence your petitioners are submitting the matter to you for determination.

The undersigned would show that the delay caused by the submission of these conditions has been due the officials touting up the undersigned by promises upon promises that an adjustment would be made.

Now briefly the contention of undersigned employees is that they are passenger brakemen or flagmen and performing the duties thereof while the railroad superintendents contend they are porters on such passenger trains.

We submit the matter in view of what has been stated and respectfully request an oral hearing before the Board of Railroad Wages and Working Conditions.

DIVISION OF LABOR
JUL 21 1919

STATEMENT OF THE POSITION OF CERTAIN EMPLOYEES THE PASSENGER BRAKEMEN OF THE FLORIDA DIVISION OF THE SEABOARD AIRLINE RAILROAD COMPANY.

Under date of May 25th, 1918, there was issued under the authority of the Director General of Railroads, order No. 27, entitled "Wages of Railroad employees" which ordered an increase to employees of the different railroads operating under Federal control. There have been several amendments or supplements to said general order No. 27. Under date of December 2nd, 1918, Supplement No. 12 was issued and under date of April 10, 1919, supplement No. 16 was issued.

In reference to the application of said order and in its supplements by the incorporation of said orders into existing agreements, there has arisen in this division, a disagreement between the employees and the officials, to-wit: The undersigned employees are now and their ~~successors~~ predecessors in office were performing on June 1st, 1918, the following essential duties, to-wit:

Inspecting cars and testing signal and brake apparatus for the safety of train movements; using hand and lamp signals for the protection and movements of trains; opening and closing switches; coupling and uncoupling cars and engines and the hose and chain attachments thereof; comparing watches when required.

Wherefore the undersigned contend that under supplement No. 12, they are designated as passenger brakemen or flagmen and should be paid accordingly.

The contention of officials are that the undersigned are still porters and are not entitled to the compensation allowed brakemen and flagmen but the contention of the undersigned is that they are brakemen and flagmen on passenger trains in their division performing the duties of brakemen on said passenger trains and by reason of said duties that the officials of the Railroad should be required to incorporate the wage order covering

brakemen or flagmen into the agreements of said parties.

The employees contend further that even under class "B" of article One (1) of supplement No. 16, effective January 1, 1919, they are entitled to $110.40 per month.

Said parties would show that they are performing the essential duties incident to railroading and the operation of passenger trains as outlingd in Section One (1), of supplement No. 12, and should be entitled to the pay of passenger brakemen or flagmen.

The undersigned would further show that for a long space of time they have insisted upon their rights of compensation under these orders issued under direction of the Director General of Railroads, but that their Superintendent has on each occassion informed the representatives of the undersigned that the boys would be taken care of, as they were working to get these matters adjusted; Finally patience ceasing to be a virtue, a committee from the employees waited upon the officials who then informed said committee that they were not entitled to the increase in wage, never had been, and never would be, hence your petitioners are submitting the matter to you for determination.

The undersigned would show that the delay caused by the submission of these ~~conditions~~ contentions has been due to the officials touting up the undersigned by ~~promises~~ promises upon promises that an adjustment would be made.

Now briefly the contention of undersigned employees is that they are passenger brakemen of flagmen and performing the duties thereof while the railroad superintendents contend they are porters on such passenger trains.

We submit the matter in view of what has been stated above and respectfully request an oral hearing before the Board of Railroad Wages and Working Conditions, located at Washington, D.C.

Lee Davis 1105 nebraskey ave Tampa Fla
~~John Pringle~~ Plant city Fla
Arthur Watson 1501 Pierce St. Tampa Fla
Will Chapman 721 Pippen St
Jax Fla
John W. Taylor 9/10-19
Henry Newton Cedarkey
Fla
Birt Williams Cedarkey
Sam Joe Brown Tampa Fla + Fla
Sam Green 1213 Mayland ave
Henry Lee x Tampa Fla
Albert Walker 1228 Grant St
Warren Sanders 1004 # 1 ave
Sam Bowman Fernandea Fla
Sam Oliver Jacksville Fla
Tom taylor Tampa Fla
Toney Whitehead Tampa Fla x
Dan Smith Tampa Fla x

STATEMENT OF THE POSITION OF CERTAIN EMPLOYEES OF THE PASSENGER BRAKEMEN OF THE FLORIDA DIVISION OF THE SEABOARD AIRLINE RAILROAD COMPANY.

Under date of May 25th, 1918, there was issued under the authority of the Director General of Railroads, order No. 27, entitled "Wages of Railroad employees" which ordered an increase to employees of the different railroads operating under Federal control. There have been several amendments or supplements to said general order No. 27. Under date of December 2nd, 1918, Supplement No. 12 was issued and under date of April 10, 1919, supplement No. 16 was issued.

In reference to the application of said order and in its supplements by the incorporation of said orders into existing agreements, there has arisen in this division, a disagreement between the employees and the officials, to-wit: The undersigned employees are now and their predecessors in office were performing on June 1st, 1918, the following essential duties, to-wit:

Inspecting cars and testing signal and brake apparatus for the safety of train movements; using hand and lamp signals for the protection and movements of trains; opening and closing switches; coupling and uncoupling cars and engines and the hose and chain attachments thereof; comparing watches when required.

Wherefore the undersigned contend that under supplement No. 12, they are designated as passenger brakemen or flagmen and should be paid accordingly.

The contention of officials are that the undersigned are still porters and are not entitled to the compensation allowed brakemen and flagmen but the contention of the undersigned is that they are brakemen and flagmen on passenger trains in their division performing the duties of brakemen on said passenger trains and by reason of said duties that the officials of the Railroad should be required to incorporate the wage order covering

brakemen or flagmen into the agreements of said parties.

The employees contend further that even under Class "B" of article one (1) of supplement No. 16, effective January 1, 1919, they are entitled to $110.40 per month.

Said parties would show that they are performing the essential duties incident to railroading and the operation of passenger trains as outlined in Section One (1), of supplement No. 12, and should be entitled to the pay of passenger brakemen or ~~Pelgmen~~ flagman.

The undersigned would further show that for a long space of time they have insisted upon their rights of compensation under these orders issued under direction of the Director General of Railroads, but that their Superintendent has on each occassion informed the representatives of the undersigned that the boys would be taken care of, as they were working to get these matters adjusted; Fihally patience ceasing to be a virtue, a committee from the employees waited upon the officials who then informed said committee that they were not entitled to the increase in wages, never had been, and never would be, hence your petitioners are submitting the matter to you for determination.

The undersigned would show that the delay caused by the submission of these contentions has been due to the officials touting up the undersigned by promises upon promises that an adjustment would be made soon.

Now briefly the contention of undersigned employees is that they are passenger brakemen or flagmen and performing the duties thereof while the railroad Superintendents contends they are porters on such passenger trains.

We submit the matter in view of what has been stated above and respectfully request an oral hearing before the Board of Railroad Wages and Working Conditions, located at Washington, D. C.

Lee Davis 1105 nebraskey ave Tampa Fla
~~John~~ Ranger Plat City Fla
Arthur Watson 1501 Pierce St. Tampa Fla
Will Chapman 72 Pepper st
John A. Wagner 9/18-19 Fla
Henry Newton Cedar Key Fla
Burt Williams Cedar Key Fla
Joe Brown Tampa Fla x
Sam Green 1213 Maryland ave
Henry Fox x Tampa Fla
Albert Walker 1228 Scott St
Dan Smith Tampa Fla
Tampa Fla x
Warren Sanders 1004 7/ave
Tom Bonnon Fernandina Fla
Sam Oliver Jacksonville Fla x
Sam taylor Tampa Fla x
Jerry Whitehead Tampa Fla x

STATEMENT OF THE POSITION OF CERTAIN EMPLOYEES OF THE PASSENGER BRAKEMEN OF THE FLORIDA DIVISION OF THE SEABOARD AIRLINE RAILROAD COMPANY.

Under date of May 25th, 1918, there was issued under the authority of the Director General of Railroads, order No. 27, entitled "Wages of Railroad employees" which ordered an increase to employees of the different railroads operating under Federal control. There have been several amendments or supplements to said general order No. 27. Under date of December 2nd, 1918, Supplement No. 12 was issued and under date of April 10, 1919, supplement No. 16 was issued.

In reference to the application of said order and in its supplements by the incorporation of said orders into existing agreements, there has arisen in this division, a disagreement between the employees and the officials, to-wit: The undersigned employees are now and their ~~successors~~ predecessors in office were performing on June 1st, 1918, the following essential duties, to-wit:

Inspecting cars and testing signal and brake apparatus for the safety of train movements; using hand and lamp signals for the protection and movements of trains; opening and closing switches; coupling and uncoupling cars and engines and the hose and chain attachments thereof; comparing watches when required.

Wherefore the undersigned contend that under supplement No. 12, they are designated as passenger brakemen or flagmen and should be paid accordingly.

The contention of officials are that the undersigned are still porters and are not entitled to the compensation allowed brakemen and flagmen but the contention of the undersigned is that they are brakemen and flagmen on passenger trains in their division performing the duties of brakemen on said passenger trains and by reason of said duties that the officials of the Railroad should be required to incorporate the wage order covering

brakemen or flagmen into the agreements of said parties.

The employees contend further that even under Class "B" of article one (1) of supplement No. 16, effective January 1, 1919, they are entitled to $110.40 per month.

Said parties would show that they are performing the essential duties incident to railroading and the operation of passenger trains as outlined in Section One (1), of supplement No. 12, and should be entitled to the pay of passenger brakemen or falgmen.

The undersigned would further show that for a long space of time they have insisted upon their rights of compensation under these orders issued under direction of the Director General of Railroads, but that their Superintendent has on each occassion informed the representatives of the undersigned that the boys would be taken care of, as they were working to get these matters adjusted; Fihally patience ceasing to be a virtue, a committee from the employees waited upon the officials who then informed said committee that they were not entitled to the increase in wages, never had been, and never would be, hence your petitioners are submitting the matter to you for determination.

The undersigned would show that the delay caused by the submission of these contentions has been due to the officials touting up the undersigned by promises upon promises that an adjustment would be made soon.

Now briefly the contention of undersigned employees is that they are passenger brakemen or flagmen and performing the duties thereof while the railroad Superintendents contend they are porters on such passenger trains.

We submit the matter in view of what has been stated above and respectfully request an oral hearing before the Board of Railroad Wages and Working Conditions, located at Washington, D. C.

Lee Davis 1105 nebraska avenue Tampa Fla

~~Joshua Barnes~~ Plant City Fla

Arthur Watson 1501 Pierce St Tampa Fla

Will Chapman 721 Pepperin st Dat

John W. Taylor

~~Joe Brown Tampa Fla~~ x

Henry Newton Cedarkey Fla

Birt Williams Cedarkey Fla

Joe Brown Tampa Fla

Sam Green 1213 Maryland ave

Henry Lee x Tampa Fla

Albert walker 1228 Scott st Fla

Warren Sanders 1004 # 1 ave

Sam Bonnor Fernandina Fla

Sam Oliver Jacksville Fla x

Tom taylor Tampa Fla 4

Taney Whitehead Tampa Fla x

Dan Smith Tampa Fla x

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD
MACON, DUBLIN & SAVANNAH RAILROAD
DURHAM & SOUTHERN RAILROAD
GEORGIA, FLORIDA & ALABAMA RAILROAD
BENNETTSVILLE & CHERAW RAILROAD

E-38-11-d
3 letters

W. J. HARAHAN,
FEDERAL MANAGER.

OFFICE OF FEDERAL MANAGER

NORFOLK, VIRGINIA

July 23, 1919.

165 DIVISION OF LABOR

Mr. J. A. Franklin,
Asst. Director, Division of Labor,
Washington, D. C.

JUL 24 1919

Dear Sir:

Your letter July 19th, enclosing copy of complaint of the employes of the Seaboard Air Line.

This complaint is the same as the one which was covered in my letter to you of June 30th, in reply to yours of June 7th. The matter is now up to Mr. Winchell, who has been advised as to just what the situation is, and we are awaiting his instructions in the matter.

Yours very truly,

W J Harahan

Federal Manager.

E 38-11-A 104954

2 letters

JUL 21 1919

Tampa, Fla., July 18, 1919.

Mr. W. D. Hines,
Div. General of Federal R. R.
Washington, D. C.

Sir:

Sir you will find enclosed a letter from Mr. W. J. Harahan, Federal Manager of the S. A. L. R. R. Co., and just what he said.

Mr. Hines, we are performing the duties of passenger train brakemen and want passenger train brakemen pay, and back time from January 1st, 1918, as per General Oeders #27 - 12 - 16.

Please take this matter up at once.

Awaiting your reply, we are yours as,

International Brotherhood of A. M. R. R.

Respectfully,

John. W. Taylor
Secy.

Arthur. Wolcon
Chairman.

Henry Lee
Assistant.

DIVISION OF LABOR.

JUL 23 '19

104954

July 22, 1919.

Dear Sir:

Permit me in behalf of the Director General to acknowledge your letter of July 18th, enclosing letter from Mr. W. J. Harahan, Federal Manager, regarding the adjustment of wages of members of your association.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. John W. Taylor, Secy.,
1110 Third Ave.,
Tampa, Fla.

Y.R.

July 28, 1919.

E-38-11-A

Form G-77

Mr. John W. Taylor, Secty.,
The Natl, Brotherhood Workers of American Railroads,
1110 Third Avenue,
Tampa, Fla.

Dear Sir:

Beg to acknowledge with thanks receipt of your letter of July 18, 1919 addressed to the Director General, which has been referred to this office for attention, together with letter received by you from Mr. W. J. Harahan, Federal Manager of the S. A. L., which letter I am returning to you herewith, advising that the employes you represent are receiving all they are entitled to.

Please be advised that this matter has been taken up with Mr. Harahan, and has been referred back to the Regional Director. I am expecting to hear shortly as to what decision he has reached with regard to increase granted under Supplement No. 12 of General Order No. 27, and just at present can say nothing but as soon as some decision is reached, will advise you.

Yours truly,

J. A. Franklin

7-28
encl 1

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD
MACON, DUBLIN & SAVANNAH RAILROAD
DURHAM & SOUTHERN RAILROAD
GEORGIA, FLORIDA & ALABAMA RAILROAD
BENNETTSVILLE & CHERAW RAILROAD

W. J. HARAHAN,
FEDERAL MANAGER.

OFFICE OF FEDERAL MANAGER

NORFOLK, VIRGINIA

E-38-11-a

July 29, 1919.

DIVISION OF LABOR.
-A

AUG

Mr. J. A. Franklin,
Asst. Director, Division of Labor,
Washington, D. C.

Dear Sir:

Referring to yours July 25th, and returning one copy of the enclosure as requested, regarding provisions of Supplement No. 12 to General Order No. 27.

I have already written you several letters on this subject, and I do not know anything further that can be added to them.

I attach hereto copies of my letters on the subject.

Yours very truly,

W J Harahan

Federal Manager.

E 28 11a

J W Taylor

STATEMENT OF THE POSITION OF CERTAIN EMPLOYEES OF THE PASSENGER BRAKEMEN OF THE SOUTH CAROLINA DIVISION OF THE SEABOARD AIRLINE RAILROAD COMPANY.

DIVISION OF LABOR
JUL 21 1919

Under date of May 25th, 1918, there was issued under the authority of the Director General of Railroads, order No. 27, entitled "Wages of Railroad employees" which ordered an increase to employees of the different railroads operating under Federal control. There have been several amendments or supplements to said general order No. 27. Under date of December 2nd, 1918, Supplement No. 12, was issued and under date of April 10, 1919, supplement No. 16 was issued.

In reference to the application of said order and in its supplements by the incorporation of said orders into existing agreements, there has arisen in this division, a disagreement between the employees and the officials, to-wit: The undersigned employees are now and their predecessors in office were performing on June 1st, 1918, the following essential duties, to-wit:

MATCHED UP JUL 22
REFERRED TO

Inspecting cars and testing signal and brake apparatus for the safety of train movements;of using hand and lamp signals for the protection and movements of trains; opening and closing switches; coupling and uncoupling cars and engines and the hose and chain attachments thereof; comparing watches when required.

Wherefore the undersigned contend that under supplement No. 12, they are disigmated as passenger brakemen or flagmen and should be paid accordingly.

The contention of officials are that the undersigned are still porters and are not entitled to the compensation allowed brakemen and flagmen but the contention of the undersigned is that they are brakemen and flagmen on passenger trains in their division performing the duties of brakemen on said passenger trains and by reason of said duties that the officials of the railroad should be required to incorporate the wage order covering

brakemen or flagmen into the agreements of said parties.

The employees contend further that even under Class "B" of article one (1) of supplement No. 16, effective January 1, 1919, they are entitled to $110.40 per month.

Said parties would show that they are performing the essential duties incident to railroading and the operation of passenger trains as outlined in Section One (1), of supplement No. 12, and should be entitled to the pay of passenger brakemen or falgmen.

The undersigned would further show that for a long space of time they have insisted upon their rights of compensation under these orders issued under direction of the Director General of Railroads, but that their Superintendent has on each occassion informed the representatives of the undersigned that the boys would be taken care of, as they were working to get these matters adjusted; Finally patience ceasing to be a virtue, a committee from the employees waited upon the officials who then informed said committee that they were not entitled to the increase in wages, never had been, and never would be, hence your petitioners are submitting the matter to you for determination.

The undersigned would show that the delay caused by the submission of these contentions has been due to the officials touting up the undersigned by promises upon promises that an adjustment would be made soon.

Now briefly the contention of undersigned employees is that they are passenger brakemen or flagmen and performing the duties thereof while the railroad Superintendents contends they are parters on such passenger trains.

We submit the matter in view.of what has been stated above and respectfully request an oral hearing before the Board of Railroad Wages and Working Conditions.

Ben W Washington 814 Cleveland St. Jax Fla

as ill Hall
1031 ar este Duval St Jax Fla
Rich Wilson 1045 W Monroe St
Jacksonville Fla
D C Stiles = 1932 St (B)
Robert Mcaor 4th x Porkotter St Jax. Fla
James Reed x 1305 W union St Jax. Fla
Henry Bland 1336. 3d ave Jax. Fla x
Frank Hill. 617 Johnson St
George A Lyons 930 W Davis St
Rufus Williams 101 Johnson St
Wesley Walker 227 parks St Jax. Fla
Sam Bonner Fernandina Fla
x Ben Johnson 502 Myrtle ave Jax. Fla
Peter Francis 1408 Cleveland St Jax Fla
Bob Davis 949 Ward St Jax. Fla
Mack Brown Moore St 1250 Jax Fla
John Reed Savannah Ga
619 Robert x George Green - Savannah Ga
Dennis Smith 2226 Dennis St Jax
Albert Hall. 514 W Huntingdon St
Savannah Ga.

16504

July 25, 1919.

16504-A

Mr. J. A. Franklin,
Asst. Director, Division of Labor,
Washington, D. C.

Dear Sir:

Your letter July 19th, enclosing copy of complaint of the employes of the Seaboard Air Line.

This complaint is the same as the one which was covered in my letter to you of June 30th, in reply to yours of June 7th. The matter is now up to Mr. Winchell, who has been advised as to just what the situation is, and we are awaiting his instructions in the matter.

Yours very truly,

Federal Manager.

165-04

June 30, 1919.

16504 -A

Mr. J. A. Franklin,
Asst. Director, Division of Labor,
Washington, D. C.

Dear Sir:

Replying to your letter June 7th, enclosing complaint from train porters on the Florida Division, who state that we are not applying Supplement No. 12.

These porters are running on passenger trains that are supplied with flagmen and are being paid porters' wages in accordance with instructions that we have received. Where flagmen are carried on trains, the management does not require porters to do any duties of the brakeman or flagman, their duties being strictly those of porter.

It is unquestionably true, however, that these porters are required by the conductors to do a great deal of work which , however, we have instructed they shall not do. This has brought about dissatisfaction on the part of the negro porters. This has been so acute that we have recently recommended to the Regional Director that these porters be paid an additional $25. per month to cover this condition. I think this will meet with general satisfaction if it is promptly handled, otherwise I am afraid we are going to have to apply Supplement No. 12.

Yours very truly,

Federal Manager.

CCys to

Mr. E. H. Coapman
Mr. Lyman Delano
Mr. W. L. Mapother
Mr. E. T. Lamb
Mr. C. M. Kittle

Tampa, Fla. August 4, 1919.

Mr. W. S. Carter,

Director Division of Labor,

Washington, D. C.

DIVISION OF LABOR

AUG 8 1919

Dear Sir:

Just allow me to ask you if you please, in the letter that I received from J. A. Franklin, File #E38-11-A, Dated 7/28/19 by saying that we are getting all that is due us, $60.00 per month, Mr. Carter and Mr. Frahklin, we want to know at once will the Federal Manager pay us more or not, and also back time from Jan. 1, 1918, for the duties that we are performing as passenger train brakement for the Seaboard Air Line Railroad as brakemen and not porters. From your letter I understand there is no more for us than $60.00 per month. That wemust work for that and live on that amount - it makes no difference about the high cost of living and expenses at both ends of the road - we must live on $60.00 per month.

Mr. Carter and Mr. Frahklin, we call your attention to General Order #27, page 23, Article VI, Supplement 12, third line, and the second word essential, the word necessary duties will be designated as passenger train brakemen. Mr. Carter and Mr. Franklin, from A to E we are performing those duties as passenger train brakemen. Supplement #16, Passenger train brakemen, $266 pr. mile, $4.00 per day, $120.00 per month.

Gentlemen, just allow me to say to you gentlemen of the Interstate Commerce Commission, Director Division of Labor, we are performing the duties of brakemen by the circumstances under the instruction of the Division Superintendent of the Seaboard Air Line Railway and we want passenger train brakemen's pay from January 1, 1918, as has been provided in Gen. order #27. So please give this matter attention at once, if you please. Refer to your file # E-38-11-A-7/19-19.
" " 7/28 "

Awaiting your reply and attention to the above, we are,

Yours very truly,

Anthony Wolson
Chairman

1314 Nebraska Ave.,
Tampa, Fla.

Jno. W. Taylor
Secretary

1109- 3rd Ave.,
Tampa, Fla.

Duties of Passenger train Brakemen.

Individual cases where there are flagmen and the conductor do by the order of the Federal Managers and the order of the Division Supt. and train master, trains #1-2-3-4-15-16-20-21-22-23, inspect cars, test signal brakes for the safety of train; use hand and lamp signals, open and close switches, couple and uncouple cars, engines, hose, chain attachment thereof, compare watches by rules, pack hot boxes and brass juneral, take down brake rigging and flag all railroad crossings and street crossings; unload and load all baggage on my run; call all stations on my car, open all doors.

By the orders of my official W. J. Harahan, W. L. Seddon, H. E. Grimshaw.

My conductor - W. J. Windham. Does not make me perform these duties only by the order of the Div Supt

R. R. Admin

E 38 11 a

108255

Tampa, Fla. August 4, 1919.

DIVISION OF LABOR.

AUG 9 1919

AUG 9 1919

Hon. Woodrow Wilson,

Most Honorable President of the Unites States of America,

Washington, D. C.

Dear Sir, Commander and Chief:

We, as the colored employees of the Seaboard Air Line Railroad, are performing the duties of Passenger Train brakemen and have not as yet gotten brakemen's pay as per Gen. Order #27, Article VI on page 23 and Supplement #12-16 of Gen. Order #27, neither for January 1, 1918 or 1919.

We are performing the duties of passenger train brakemen and have had this up with the Director General and Division of Labor, and with the Federal Manager of the Seaboard Air Line, for some time and there is no agreement reached yet on this.

We must live on $60.00 per month at the high cost of living at Jacksonville, Florida, and Tampa, Florida. At Tampa we have our families to take care of - house rent at $14.00 and $15.00 per month, grocery bill $6.00 to $7.00 per week; at Jacksonville, Fla. not less than $1.50 per day for board and sleeping.

Dear Honored President, we can't live on that at $60.00 Mr. Wilson, we are performing the duties of brakemen on #1-2-3-4 of the Seaboard Air Line Railroad, by the order of the Federal Manager and Division Superintendent of the Seaboard Air Line, and we have asked them for brakemen's pay as per Gen. Order #27-12-16 and they have refused to pay us. We cannot get any understanding at all on the grievances with no one, so we are writing you to see if you can adjust the matter.

Awaiting your reply, we are, your citizens,

Arthur Wilson Chairman — 1314 Nebraska Ave.

Jno. W. Taylor Secy. — 1109 3rd Ave.

Duties of Passenger train Brakemen.

Individual cases where there are flagmen and the conductor do by the order of the Federal Managers and the order of the Division Supt. and train master, trains #1-2-3-4-15-16-20-21-22-23, inspect cars, test signal brakes for the safety of train; use hand and lamp signals, open and close switches, couple and uncouple cars, engines, hose, chain attachment thereof, compare watches by rules, pack hot boxes and brass juneral, take down brake rigging and flag all railroad crossings and street scrossings; unload and load all baggage on my run; call all stations on my car, open all doors.

By the orders of my official W. J. Harahan, W. L. Seddon, H. B. Grimshaw.

My conductor - W. J. Windham. Does not make me perform this duties only by the Consent of the Div Supt only

108255

August 9, 1919.

Dear Sir:

Permit me to acknowledge for the Director General your letter of August 4th, in reference to the wages and duties of train porters.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. John W. Taylor,
1109 3rd Ave.,
Tampa, Fla.

y/rw

E-38-11-A

August 15, 1919

Mr. W. J. Harahan,
Federal Manager, S.A.L. RR.,
Norfolk, Va.

Dear Sir:

Please refer to your letters of June 30th and July 22rd answering ours of June 7th and July 19th last relative to complaints from train porters on the S.A.L. regarding nonapplication of Supplement No. 12 to General Order No. 27.

You stated in your first letter mentioned above that the situation had become so acute that you had recommended to the Regional Director that the porters be paid an additional $25.00 per month which you thought would meet with general satisfaction if promptly handled, otherwise you were afraid Supplement No. 12 would have to be applied.

To date we have no advice as to what disposition was made of the matter and I shall thank you to please advise if anything definite has been developed.

We are just in receipt of several communications in which colored ~~porter~~ porters reiterate that they are performing the duties of passenger train brakemen as outlined in Supplement No. 12 and which they claim they are performing by direction of the Division Superintendent of the S.A.L.

Yours truly,

Form G-77.

Asst.Director.

11-AR

FILE COPY

E-38-11-a

File #1307-E

Tampa, Fla. August 10, 1919

DIVISION OF LABOR.

Mr. J. A. Franklin,
Dir. Div. of Labor,
Washington, D. C.

Dear Sir:

Just allow me to say we must have more money at once on account of high cost of living. The Federal Manager just only paying us $60.00 per month for passenger train brakemen duties.

Brakemen duties month pay ---- $60.00
Expense

House rent at Tampa 15.00 per month
Grocery Bill $8.00 per week - 4 weeks $24.00
at Jacksonville room & board per dat $1.50
3 days ---- $4.5-
At Jacksonville room and board per month $18.00

Pay ----------	$60.00
Expenses per month ----------	57.00
	3.00

Now we are not living at all - just starving trying to live. We must have more money - brakemen's pay and back time from Jan. 1, 1918. Mr. Franklin, take this matter up at once, if you please, and get this pay for us - there is nothing left to buy nothing else - carfare take the balance to and from our work - just working for the Seaboard Air Line for nothing, for 20 or 25 years now. We must have better pay for the duties that we are performing. We are performing the duties by the order of the Federal Manager and Div. Supt. of the Seaboard Air Line. Mr. Franklin, we are looking to the Div. of Labor -- rates passenger train brakemen 266 pr. mile $4.00, pr. day; base $120.00, per month, and back time from Jan. 1, 1918 to date.

Yours respectfully,

THE NATIONAL BR THERHOOD WORKERS OF AMRR

COMMITTEE

John. W. Taylor
Secretary
1109-3rd Ave.

Lee Davis

John Ringer

E 38-11-a

File # 1306 E

DIVISION OF LABOR.

Tampa, Fla. Aug. 10, 1919

OFFICE OF DIRECTOR GENERAL OF RAILROADS

AUG 14 1919

Mr. W. D. Hines,
Dir. Gen. of R. R.
Washington, D. C.

Dear Sir:

It has been some time that we have been trying to get grievance through the Board of the Dir. Gen. of R. R. and the Dir. Div. of Labor for some 13 or 14 months on passenger train brakemen pay and back time from Jan. 1, 1918, as we have never gotten that pay yet and we are performing the duties of brakemen on passenger trains by the order of the Federal Manager and Div. Superintendent of the Seaboard Air Line R. R. making us perform the duties of brakemen, then pay us porter's pay. Mr. Hines, to your Honored sir, we are performing the duties of passenger train brakemen and want passenger train brakemen pay and back time from Jan. 1, 1918. Mr. Hines, give us some definite answer for this at once, if you please - from you, not from your clerks.

All we in reply is we have turn your letter over to Mr. W. S. Carter from the Federal Manager . We have had this matter up with the R. R. Administration for some time. This matter has been before the Board since June 1 1918. We want brakemen pay - can't live on $60.00 er month - as per general order #27-12-16.

We are your servants,

The NATIONAL BROTHERHOOD OF AM R R WORKERS

Arthur Wolson
Chairman
1314 Nebraska Avenue.

John A. Taylor
Secretary
1109-3rd Ave.

108954

August 13,1919.

Dear Sir:

Permit me to acknowledge for the Director General your letter of August 10th, in reference to the wages of train porters.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. John A. Taylor, Sec'y.,
The National Brotherhood of American
Railroad Workers,
1109 - 3rd Avenue,
Tampa, Florida.

Y:MC

Aug. 20, 1919. E-38-11-A

Mr. John W. Taylor, Secretary,
Natl. Brotherhood of American Railroad Workers,
1109 Third-av.,
Tampa, Fla.

Dear Sir:

This will acknowledge receipt of your letters of August fourth, addressed to Mr. W. S. Carter, Director; August tenth addressed to Mr. J. A. Franklin, Assistant Director; August tenth addressed to Mr. Walker D. Hines, Director General, which was referred to this Division, and letter of August fourth addressed to the Hon. Woodrow Wilson, President, which was also referred to this Division, relative to claim that the employes of the Seaborad Air Line are performing the duties of passenger train brakemen and have not been compensated accordingly, as per General Order No. 27, and Supplement No. 12 thereto, or received any back pay in connection with same.

This matter is now in the hands of the regional directors who have been instructed that wherever train porters are required to perform any of the duties specified in Supplement No. 12, they are to be paid in accordance therewith.

If you are still required to perform the duties of passenger train brakemen I would suggest that you take the matter up with the regional director in your territory for adjustment of same; also any claim for back pay. If, on the other hand, you are not required to perform the duties as above, and you are petetioning for an increase in wages for colored train porters, I would suggest that a statement be prepared by the colored train porters, setting forth the facts as to wages received and working conditions and the desirec of that class of employes, for presentation to the Board of Railroad Wages and Working Conditions, in accordance with Article 7 of General Order No. 27, copy attached.

Yours truly,

H. P. Daugherty

Assistant Director.

11-RB
encl.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD
MACON, DUBLIN & SAVANNAH RAILROAD
DURHAM & SOUTHERN RAILROAD
GEORGIA, FLORIDA & ALABAMA RAILROAD
BENNETTSVILLE & CHERAW RAILROAD

E-38-11-a

W. J. HARAHAN,
FEDERAL MANAGER.

OFFICE OF FEDERAL MANAGER

NORFOLK, VIRGINIA August 19, 1919.

DIVISION OF LABOR.

16504 -B.

AUG 21 1919

Mr. H. P. Daugherty,
Asst. Director, Division of Labor,
Washington, D. C.

Dear Sir:-

I beg to acknowledge receipt of yours 5th inst., file E-38-11-A relative to complaints from colored train porters on S. A. L. about non-application of Supplement No. 12, to General Order No. 27, and to advise that I have not as yet received any instructions from the Regional Director as to what disposition should be made of the matter. I am sending Mr. Winchell copy of your letter.

Yours truly,

W J Harahan

Federal Manager.

E-38-11-a

File FIGURE-E

Tampa, Fla. August 19, 1919.

AUG 29 1919
DIVISION OF LABOR.

To the United States Railroad Administration,
Washington,
D. C.

Mr W S Carter Div of Labo

We, the colored brakemen in passenger train service on the Seaboard Air Line Railroad, perform the duties of passenger train brakemen where there are flagmen on the said division of the Seaboard Air Line Vi-NC-SC-Ala-Ga- Eastern S.C.-Fla.

Our duties are as follows on all passenger trains of the Seaboard Air Line Railroad, by the order of the Federal Manager and the Division Superintendents of the Seaboard Air Line Railroad Co.: inspect cars, test signals, open and close switches, couple and uncouple cars, engines, hose, chain attachment thereof, compare watches by rule, pack hot boxes and brass juneral, take down brake rigging and flag all railroad crossings and street crossings, unload and load all baggage, and express; open all doors. Our duties are passenger train brakemen and not passenger train porters. There are no men on the Seaboard Air Line Railroad on passenger trains performing the duties of passenger train porters, only on private cars. The Federal Managers of the Seaboard Air Line Railroad work their men on passenger trains and make them perform the duties of passenger train brakemen, then send in their time as passenger train porters. And also they have represented them as passenger train porters at the United States Railroad Administration Board at Washington, and only paying us $60.00 per month, which is porter's pay - and, gentlemen, we are performing the duties of passenger train brakemen and want brakemen pay on passenger trains, as per Supplement 12-16 of General Order #27, and General Order #27 has provided.

Now, we are the colored brakemen on passenger trains on the Seaboard Air Line Railroad, and ask that on account of the high cost of living we want a 25% raise and brakemen's pay from Jan. 1, 1918, and back time. As passenger train brakemen we ask you for back time at the rate of $117.50 from Jan. 1, 1918 to Dec. 31, 1918, and from Jan. 1 1919 ~~xx~~ $120.00. The Federal Manager of the Seaboard is only paying us $60.00 per month. House rent at Tampa -- $17 00 per month; grocery bill $8.00 per week; in Jacksonville three times a week $1.75 per day.

Salary - - - - - - - - - - - - - - - - - -$60.00 per month

EXPENSE AT TAMPA
House Rent ----------$17.00
Grocery Bill, per wk
$8.00 -4 wks---------- 32.00
EXPENSE AT JAX.
$1.75 per day-
3 days per week 5.25
Per month ---------- 21.00
70.00

Wages paid per month to Passenger train brakemen ------$60.00 per month
High cost of living expenses ---------- 70.00 " "
It leaves ----------$10.00

We are the Committee at a regular meeting of the National Brotherhood of A. M. R. R.

Arthur x Watson	W. x Chatman
John x Ringer	Jno. W. Taylor
Lee x Davis	J. O. E. x Brown
Albert x Walker	
Dan x Smith	
Sam x Beymon	
Sam Glover	
B. x Williams	
Henry x Lee	
Henry x Hilton	
J. L. x Lundeo	E. D. x Eaves
Just back from France	Just back from France

COMMITTEE ON GRIEVANCES

C. B. Washington
Chairman

Jno. W. Taylor Sec
Rep
1109-3rd ave
Tampa Fla

Arthur Watson

Brakemen Day and back line
we are only getting $60.00 per month
And as Auto Brakemen work on Passenger
Train on the ~~Seaboard air Line~~
Supplement 16 Art 1 Flagmen and brakemen

mile	Day	mo
266	400	120 00

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SOUTHERN REGION

B. L. WINCHELL
REGIONAL DIRECTOR
A. R. SMITH
TRAFFIC ASSISTANT
J. T. KING
OPERATING ASSISTANT
H. N. RODENBAUGH
ENGINEERING ASSISTANT

HEALEY BUILDING
ATLANTA, GEORGIA

August 28th, 1919.

File -3.

DIVISION OF LABOR.
AUG 30 1919
338-11-a

Mr. W. J. Harahan,
Federal Manager,
Norfolk, Va.

Dear Sir:-

I am in receipt of yours of the 19th, file 16504-B, enclosing copies of correspondence with Mr. Daugherty about the application of Supplement 12 to passenger train porters on the Seaboard Air Line.

I do not understand your letter to Mr. Daugherty, because very definite instructions have been issued that Supplement 12 to General Order 27 is to be applied where porters perform any of the duties set out in that supplement.

My instructions have been so explicit and positive that I did not imagine there could be any misunderstanding as to what is required and I am, therefore, not sure that you meant to say just what you did say to Mr. Daugherty.

In connection with your recommendation that the wages of the porters be increased $25.00 per month, I wish to advise that this is the subject matter of correspondence with Washington, and you will be advised promptly when the matter has been disposed of. This, however, must not be permitted to have any bearing on the instructions which have already been issued as to the application of Supplement No. 12.

Yours truly,

B. L. Winchell
Regional Director.

6F
Copy to -
Mr. H. P. Daugherty,
Assistant Director, Division of Labor,
Washington, D. C.

SWEARINGEN & GUTHRIE
ATTORNEYS AT LAW
PROFESSIONAL BUILDING
JACKSONVILLE, FLORIDA

MOVED TO 120 W. ADAMS ST.

DIVISION OF LABOR.

September 1, 1919

SEP 3 1919

Hon. W. S. Carter
Director, Division of Labor
Interstate Commerce Bldg.
Washington, D. C.

Dear Sir:

On the date of July 18th, I sent you concrete statements in triplicate signed by the employees of the Florida and South Carolina divisions of the Seaboard Air Line Railroad which said statement set forth the contentions of said employees, relative to differences between said employees and said management which have arisen. I also requested that you ~~just~~ acknowledge ~~last~~ receipt of these papers and also to advise when a hearing could be held, if allowed. You just ignored the ~~last~~ receipt of these papers today. I am sending a copy of this letter to Director General Hines and I trust that you will see fit to condescend to answer this communication.

Yours very truly,

W. G. Guthrie

Mr. Guthrie called today 9/10/19 and the status of the case explained to him also the cause of non-acknowledgement of this letter

This man does not state
the nature of the contention.
and I can find nothing
from him in the index.

HC

KM

Possibly Mr Hanger has original submission. I know nothing yet.

HHR 9/8

COPY

File #13014-E

TO ALL WHOM IT MAY CONCERN:

We, the colored employees of the Seaboard Air Line Railroad Company, are performing the duties of brakemen on passenger trains under and by the instructions and by the orders of the Federal Manager and Division Superintendent of the Seaboard Air Line on the said Division, Divisions Va., N.C., S.C., East, S. C., Ga., Ala., and Fla. These duties have been performed by these colored employees on passenger trains from time to time since and for the year 1902 as brakemen on passenger trains by the order of our Division Superintendent of the Seaboard Air Line R.R.

Our duties that we perform are as follows on passenger trains on the Seaboard Air Line:

1st: Report for duty 30 minutes before leaving time; load on train boxes; open car doors, vent the car; put down step box; help baggage master with baggage; line up switches in yard at Tampa and elsewhere for #2-4.

Load and unload baggage and express; open and close switches; couple and uncouple cars and engines, and the hose chain attachment; compare watches by rule; protect the head end of it, or when necessary to do so.

By the order of the Federal Manager and Division Superintendent of the Seaboard Air Line Railroad Company.

STATE OF FLORIDA

COUNTY OF HILLSBOROUGH

I HEREBY CERTIFY that on this 29th day of August, A.D. 1919, before me, a Notary Public in and for the State of Florida at Large, personally appeared (igned) John W. Tayler who being first duly sworn deposes and says that he is the representative of the colored employees of the Seaboard Air Line Railroad, and that the statements made above in regard to the duties being performed by the colored employees on passenger trains as passenger train brakemen on the Seaboard Air Line Railroad, are true.

(Signed) John W. Tayler

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal at Tampa, Florida, the day and year last above written.

(Signed) Julia Weckler,
Notary Public

My commission expires Sept. 15, 1921.

E-38-11-A

September 4,1919

FILE COPY

Mr. John W. Tayler,
Secretary,The National Brotherhood of Am.RR Workers,
1109 - 3rd Ave.,
Tampa,Fla.

Dear Sir:

I wish to acknowledge receipt of affidavit addressed to "To all whom it may concern" which you made before a Notary Public at Tampa August 29,1919 as to the duties performed by colored train porters on passenger trains.

I have again taken this matter up with Mr.W.J. Harahan, Federal Manager, S.A.L. RR and have asked him to make an investigation in view of the affidavit made regarding the duties of the train porters and that he advise me what disposition will be made of the matter.

Yours truly,

H. F. Daugherty

Assistant Director.

11-AR

Form G-77

2—8675

E-38-11-a

September 4,1919

Mr. W. J. Harahan,
Federal Manager, S.A.L. RR,
Norfolk,Va.

Dear Sir:

Referring to your letter of August 19th last, file 16304-B acknowledging my letter of August 5th relative to complaint from colored train porters on the S.A.L. as to non-application of Supplement No.12 to General Order No.27 and advising that you had not as yet received any instructions from the Regional Director as to what disposition should be made of the matter and that you had sent a copy of my letter to Mr. Winchell.

I would like to call your attention to Mr. Winchell's letter of August 28th,1919, addressed to you, his file -3, carbon copy of which was sent to me in which he states that very definite instructions had been issued that Supplement No.12 is to be applied where porters perform any duties set out in that Supplement and that your recommendation that the wages of the porters be increased $25. per month must not be permited to have any bearing on the instructions which have already been issued as to the application of Supplement No.12.

I am just in receipt of an affidavit made by John W. Taylor, before a Notary Public at Tampa, Florida, August 29,1919 and am attaching copy in which you will note he states that the colored train porters are performing the duties of passenger brakemen on the S.A.L. by order of the management.

In view of the above it appears to me that these men are entitled to the compensation provided for in Supplement No.12, that of passenger brakemen and back pay at same rate, and I will appreciate it very much if you will have this matteragain investigated and advise me at your earliest convenience whether or not these men will be paid accordingly.

Form G-77

2—8875

Yours truly,

H. P. Daugherty

Assistant Director.

11-AR

Copy to Mr.B.L.Winchell,Regional Director,Atlanta,Ga.

FILE COPY

STATEMENT OF THE POSITION OF CERTAIN EMPLOYEES OF THE PASSENGER BRAKEMEN OF THE SOUTH CAROLINA DIVISION OF THE SEABOARD AIRLINE RAILROAD COMPANY.

Under date of May 25th, 1918, there was issued under the authority of the Director General of Railroads, order No. 27, entitled "Wages of Railroad employees" which ordered an increase to employees of the different railroads operating under Federal control. There have been several amendments or supplements to said general order No. 27. Under date of December 2nd, 1918, Supplement No. 12, was issued and under date of April 10, 1919, supplement No. 16 was issued.

In reference to the application of said order and in its supplements by the incorporation of said orders into existing agreements, there has arisen in this division, a disagreement between the employees and the officials, to-wit: The undersigned employees are now and their predecessors in office were performing on June 1st, 1918, the following essential duties, to-wit:

Inspecting cars and testing signal and brake apparatus for the safety of train movements; of using hand and lamp signals for the protection and movements of trains; opening and closing switches; coupling and uncoupling cars and engines and the hose and chain attachments thereof; comparing watches when required.

Wherefore the undersigned contend that under supplement No. 12, they are disignated as passenger brakemen or flagmen and should be paid accordingly.

The contention of officials are that the undersigned are still porters and are not entitled to the compensation allowed brakemen and flagmen but the contention of the undersigned is that they are brakemen and flagmen on passenger trains in their division performing the duties of brakemen on said passenger trains and by reason of said duties that the officials of the railroad should be required to incorporate the wage order covering

brakemen or flagmen into the agreements of said parties.

The employees contend further that even under class "B" of article One (1) of supplement No. 16, effective January 1, 1919, they are entitled to $110.40 per month.

Said parties would show that they are performing the essential duties incident to railroading and the operation of passenger trains as outlined in Section One (1), of supplement No. 12, and should be entitled to the pay of passenger brakemen or flagmen.

The undersigned would further show that for a long space of time they have insisted upon their rights of compensation under these orders issued under direction of the Director General of Railroads, but that their Superintendent has on each occassion informed the representatives of the undersigned that the boys would be taken care of, as they were working to get these matters adjusted; Finally patience ceasing to be a virtue, a committee from the employees waited upon the officials who then informed said committee that they were not entitled to the increase in wage, never had been, and never would be, hence your petitioners are submitting the matter to you for determination.

The undersigned would show that the delay caused by the submission of these conditions has been due the officials touting up the undersigned by promises upon promises that an adjustment would be made.

Now briefly the contention of undersigned employees is that they are passenger brakemen of flagmen and performing the duties thereof while the railroad superintendents contends they are porters on such passenger trains.

We submit the matter in view of what has been stated above and respectfully request an oral hearing before the Board of Railroad Wages and Working Conditions.

Ben Washington 814 Cleveland St. Jax. Fla

Will Harris 1031 W Duval St

Rich Wilson 1045 W Monroe St Jacksonville Fla

DCH Stiller 1932 B St

Robert Moor 4th and Parkatter St Jax Fla

James Reed #1305 W Union St Jax. Fla x

Henry Bland. #1334 3rd ave Jax. Fla x

Frank Hill. 1617 Johnson St

George A Lyons, 930 W. Adams St

Rufus Williams 101 Johnson St Jax

Wesley Walker 227 Park St. Jax Fla

Sam Bomar Fernandina Fla

x Ben Johnson 402 Myrtle Ave Jax. Fla

Peter Francis 1408 Cleveland St Jax Fla

Bob Davis 949 Ward St. Jax. Fla

Jack Brown Monroe St 1250 Jax Fla

John Reed Savannah Ga x

619 Robert St George Green Savannah Ga x

Dennis Smith 2226 Dennis St Jax

Albert Hall, 514 W Huntingdon St
Savannah Ga

E-38-11-a

DIVISION OF LABOR.

Tampa, Fla. July 13, 1919.

Mr. W. S. Carter,

Dir. Gen. Division of Labor,

Washington, D. C.

JUL 18 1919

Dear Sir:

Yours of July 8th to hand. It was carefully read and noted, every word that you said. In reply to yours will say with further reference to application of Supplement #12 to passenger train Brakemen I wish to say, 1st: on all passenger trains there are a full crew, consisting of one conductor, one baggage master, one flagman, one brakeman. The baggage master stays in his car; the flagman stays on the rear to protect the train, per Rule 99, and closes the switches when the train takes the siding to be met by another train.

Our duties as passenger train brakemen on #1-2-3-4: Call the station in car, open the doors, put down and put up the step box for the passengers;then go to the baggage car; load and unload baggage; then to the express car to help unload and load express; do all cut-off and set-off, and coupling, switching along the line, by the order of the train master, and our services are under the authority of the Superintendent of the Division and must obey the orders of the conductor when on duty.

Mr. Carter, we are performing brakemen's duties on the passenger train #1-2-3-4-; by the order of the Federal Manager and Division Supt. of the S. A. L. R. R. the duties of brakemen and not porters. This brakemen work we must do or get off the job at once. Mr. Carter, Honorable Sir, the Federal Managers are working us as passenger train brakemen and paying us porter's pay for it. Mr. Carter, we want brakemen's pay and back time from Jan. 1, 1918, as per general order #27 and Supplement #12, as our duties that are performed on #1-2-3-4 by the orders of the Division Supt.are:

1st: At Tampa Union Station on #2-4 by the orders of the Supt. of Fla. Div. and train master, load on the train boxes, put down step boxes, open the doors and ventilate the car, then go in the baggage car

and help the baggage master stack baggage in 5 M. to leaving time.

Go and line up the switches, flag 22nd Street, open switch at Tampa Northern Junction, cut off and pick up express car at Oliphant, Fla. on #4.

#2-4, flag 3rd St. Crossing at Plant City, Fla., open the switch at meeting point and close the same; flag A. C. L. R. R. crossing at Ocala, Fla., line up switches at the cross over at Jacksonville, Fla., to run the gear to back up to station; give signal to go ahead or back up, by the orders of the Supt. and train master and instruction of the conductor while on duty.

We have written Mr. W. J. Harahan, W. L. Seddon, F. M. of the S. A. L. R. R. under registered letter and no answer, so we ask the Division of Labor to take this matter up at once.

If you please, we remain,

Your servants,

Arthur Wolson
Chairman

Jno. W. Taylor
Secretary

1110- 3rd Ave.,
Tampa, Fla.

H. Lee
Asst. Chairman

1314 2nd. ave

Duties of Passenger Train Brakeman.

Individual cases where there are flagmen and the conductor do by the order of the Federal Managers and the order of the Division Supt. and train master, trains #1-2-3-4-15-16-20-21-22 -23, inspect cars, test signal brakes for the safety of train; use hand and lamp signals, open and close switches, couple and uncouple cars, engines, hose, chain attachment thereof, compare watches by rules, pack hot boxes and brass juneral, take down brake rigging and ~~gt~~ flag all railroad crossings and street crossings; unload and load all baggage on my run; call all stations on my car, open all doors.

By the orders of my official W. J. Harahan, W. L. Seddon, H. B. Grimshaw. And F. B. Burns. Supt

MMy conductor - W. J. Windham.

with Stand the Conductor only works as by the order of the Div Supt and the instructing of the train master

#14678 Duties of Flagman that he performs on this Run.

#1-3-2-4-16-15-21-20-22-23

At Union Station Tampa and Jacksonville, Fla. Receive passengers. When the train is in motion reach the rear and every time the train stops must get on the ground where they can be seen by day. At night with a light, white and red, must look out for the rear. This is by the orders of the Supt. and train master. Must only come up to read train orders at meeting point, close switches, are when trains take siding for another train.

Names of flagmen on passenger trains.

W. C. Simms #1-2-3-4
Lee Pendarvis 1-2-3-4
E. T. Long
S. A. Johnson 15-16
Raglon 20-21

J. A. Benson 1-2-3-4
G. A. Gleason "
Sapp #15-16

BAGGAGE MASTERS

On # 1-2-3-4-15-16-20-21-22-23

By orders of the Supt. and train master and obey the order of the conductor, stay in baggage car, take and give receipts for baggage. Must not leave car at any time without it is necessary, then said car must be locked.

Name of the Baggage Masters on my line.

J. W. Salls
Morton
J. M. Smith
Johnson
H. Q. Sisk
E. O. _____

July 25, 1919.

E-38-11-A

FILE

Mr. B. L. Winchell,
Federal Manager,
Seaboard Air Line,
Norfolk, Va.

Dear Sir:

An attaching hereto statement received from the various employes of your road, classified as "porters" but claiming to come within the provisions of Supplement 12, who are protesting the non-application of the wage order for services which they are rendering.

Will you please investigate this and advise me your findings with return of one of the attached statements?

Yours truly,

7-[illegible]

J. A. Franklin

COPY

Form G-77

2-8675

July 25, 1919.

E-38-11-A

FILE

Mr. Ben Washington,
814 Cleveland-st.,
Jacksonville, Fla.

Dear Sir:

Your statement signed by yourself and associate porters protesting the new application of Supplement No. 12 covering you are rendering received.

Please be advised we are taking this matter up with the Federal Manager and will advise you the result of the investigation.

Yours truly,

7-HB

J. A. Franklin

COPY

Form G-77

2—8075

August 24, 1919.

E-38-11-A

FILE

Mr. B. L. Winchell,
Regional Director,
Atlanta, Ga.

Dear Sir:

Please see my letter to you of July 25th attaching statement with regard to claim of certain porters for classification under Supplement No. 12. I find that inadvertently the complete file was sent with my letter. Will you please return to me all papers other than the statement referred to?

Yours truly,

J. A. Franklin

7-mj

COPY

Form G-77

2—8575

Ben Washington

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SOUTHERN REGION

B. L. WINCHELL
REGIONAL DIRECTOR
A. R. SMITH
TRAFFIC ASSISTANT
J. T. KING
OPERATING ASSISTANT
H. N. RODENBAUGH
ENGINEERING ASSISTANT

August 29th, 1919.

File 6F.

HEALEY BUILDING
ATLANTA, GEORGIA

Ben Washington

Mr. J. A. Franklin,
Assistant Director, Division of Labor,
Washington, D. C.

Dear Sir:-

Referring to yours of August 26th, file E-38-11-A, requesting return of file sent me with your letter of July 25th.

I do not locate your letter of that date, and am wondering if you had reference to yours of August 7th, enclosing file with reference to complaint of the Colored Association of Railway Employes. If so, this entire file has been returned to you.

Yours truly,

B. L. Winchell
Regional Director.

DIVISION OF LABOR
SEP 2 1919

114905

E-38-11-a

File #13017.

DIVISION OF LABOR.

Tampa, Fla. Sept. 10,1919.

Mr. W. D. Hines,
Director General of Railroad,
Washington, D. C.

15 1919

SEP 15 1919

Dear Sir :

I am John W. Taylor, of Tampa, Hillsborough County, Florida, representative of the colored employees of the Seaboard Air Line Railroad.

Be it known that the colored employees of the Seaboard Air Line Railroad in and on passenger trains, are performing the following duties as passenger train brakemen, and not getting pay for these duties that they are performing as brakemen: open and close switches, couple engines, hose chain, couple and uncouple cars, load and unload baggage, and express; flag all head end Railroad crossings, street car crossings, city street crossings; pick up cars and set off cars, pack hot boxes and brass the same.

We have not been paid at all for these duties. Every man on the road has been raised excepting us - they have raised the brakemen on freight shop section, firemen,flagmen, baggage master, express helper. These men have gotten increases. Mr. Hines, we are performing the duties of brakemen on passenger trains on the Seaboard Air Line by the order of the Federal Manager and Division Supt. of the Seaboard Air Line and we want brakemen pay on passenger trains. Mr. Hines, pay us from Jan. 1st, 1918, brakemen pay. We want brakemen pay based on $120.00 on passenger train, 8 on and over time. We are only getting $60.00 per month and can't live on that. We are represented as train porters, they pay us as train porters, then make us perform the duties of brakemen on passenger trains and only pay us for the duties as porters.

For performing the duties of Brakemen they pay us per month only - $60.00

Expenses	
House Rent - - - - - - - - - - - -	$17.00
Grocery Bill per mo. - - - - - - -	34.00
Expense from home per mo. - - -	28.00
Carfare going to work - - - - -	2.00
Laundry for collars - - - - - - -	3.00
Pressing uniforms - - - - - - - -	4.00
2 uniforms per year - - - - - - -	52.50
	140.50

Mr. Hines, we can't live on $60.00, so I ask you to take this matter up at once. We are starving and our families are going hungry and almost without clothes.

We want brakemen pay and back time from Jan. 1, 1918.

We are, yours respectfully,

THE NATIONAL BROTHERHOOD OF A. M. R. R. COMMITTEE

Chairman

814 Cleveland St.,
Jacksonville, Fla.

John W. Taylor
John W. Taylor, Rep. & Sec.
1109- 3rd Ave., Tampa, Fla.

STATE OF FLORIDA

COUNTY OF HILLSBOROUGH

On this day before me, the undersigned authority, personally appeared John W. Taylor, who being first duly sworn, deposes and says that the statements made in the foregoing letter are true.

Julia Heckler
Notary Public

My commission expires Sept. 15, 1921.

114905

September 15, 1919.

Dear Sir:

This will acknowledge receipt of your communication of the 10th instant, to the Director General, in behalf of colored employes of the Seaboard Air Line Railroad who believe that they should receive the rate of pay of Passenger Brakemen.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. John W. Taylor, Secretary,
#1109 - Third Avenue,
Tampa, Fla.

C*L

E-38-11-A

September 19, 1919

FILE

Mr. John W. Taylor, Secy.,
Natl Brotherhood Am. RR Workers,
1109 Third Ave.,
Tampa, Fla.

Dear Sir:

Referring to your affidavit of Sept. 10th last, addressed to Mr. W. D. Hines, Director General, which was referred to this Division in which it was stated that colored employees of the S. A. L. on passenger trains were performing the duties of passenger brakemen but not receiving brakemen's pay therefor:

As stated in my letter of Sept. 4th last, this matter has been taken up with Mr. W. J. Harahan, Federal Manager, S.A.L. RR for investigation and I will also send him a copy of the affidavit just received.

Yours truly,

H. P. Daugherty

Assistant Director.

COPY

11-AR

Form G-77.

2—8095

E-38-11-A

September 19, 1919

FILE

Mr. W. J. Harahan,
Federal Manager, SAL RR,
Norfolk, Va.

Dear Sir:

In connection with my letter of Sept. 4th last referring to your letter of August 19th, your file 16504-B relative to complaint from colored train porters on the SAL RR as to nonapplication of Supplement No.12 to General Order 27, with which I enclosed copy of an affidavit made by Mr. John W. Taylor before a Notary Public at Tampa, Fla., August 29th in which it was stated that the colored train porters were performing the duties of passenger brakemen on the SAL by order of the management.

I am enclosing copy of another affidavit made by the same party addressed to Mr. W. D. Hines, Director General which was referred to this Division with request that same be considered in connection with the investigation you are now conducting regarding this matter.

COPY

Yours truly,

H. P. Daugherty

Assistant Director.

2-8175

Form G-77.

11-AR

Copy to Mr.B.L.Winchell,
Regional Director,
Atlanta, Ga.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD
MACON, DUBLIN & SAVANNAH RAILROAD
DURHAM & SOUTHERN RAILROAD
GEORGIA, FLORIDA & ALABAMA RAILROAD
BENNETTSVILLE & CHERAW RAILROAD
ATLANTIC & WESTERN RAILROAD

W. J. HARAHAN,
FEDERAL MANAGER.

OFFICE OF FEDERAL MANAGER
NORFOLK, VIRGINIA

September 22, 1919.

File 16504-A.

DIVISION OF LABOR
SEP 24 1919

Mr. H. P. Daugherty,
Assistant Director, Division of Labor,
Washington, D. C.

Dear Sir:

In reply to your letter of September 4th, file E-38-11-a, in regard to complaint from colored train porters.

Notwithstanding everything that has been said to you, I have not yet received instructions from Mr. Winchell on this subject, but, in accordance with a letter from him dated July 28th, the whole matter is being held in abeyance until he obtains a ruling from Washington. I shall be very glad indeed to have instructions on the subject.

Yours very truly,

W J Harahan

Federal Manager.

TELEGRAM RECEIVED

Form G-6 2—4870

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

136mkk. **Received at Washington, D. C.**

Birmingham Ala oct.130-pm.3-19

H.P.Daugherty, 767

Asst.Director Divn.of Law,Washn

Our conversation regarding porters At meeting of federal managers had at atlanta october first,consensus of opinion was that porters could and should be required to do only porters work and that therefore it was not permissible to pay them breakmens wages A-19.

W J Harahan

Federal Mgr.

5-pm.

OCT 4 1919

DIVISION OF LABOR

TELEGRAM RECEIVED

Form G-6 2—4870

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

Received at Washington, D. C.

DIVISION OF LABOR.
OCT 4 1919

1-2gonx

Montgomery Ala.945p Oct 3.19

HPDaugherty

Asst.Dir.Divn.Labor Washn.

Yours date Wired you today as follows quote.Our conversation regarding Porters at a meeting of Federal Managers held at Atlanta Oct 1st consensus of opinion was that porters could and should be required to do only porter work andtherefore it was not permissible to pay them brakemens wages end quote A-23

WJHarahan

411a

Form G-7

TELEGRAM

2—4406

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

Sent from Washington, D. C., October 3, 1919., 1918

Mr. J. W. Harahan,
Federal Manager
Seaboard Air Line Railroad,
Norfolk, Virginia

I AM WITHHOLDING ACTION IN CONNECTION WITH SUPPLEMENT NUMBER TWELVE WAITING TO HEAR FROM YOU AS PER UNDERSTANDING IN MY OFFICE MONDAY LAST

H. P. Daugherty,
Assistant Director,
Division of Labor.

11-as
Frank No. WU 75235-C

File No. 13024E.

E 38 11-a

Tampa, Fla. Oct, 3rd, 1919.

To the Division of Labors,
United States Administration,
Washington, D. C.

OCT 6 1919

Gentlemen:-

Please find inclosed a copy of circular # 11 of new rules # 99-99a-99b-99c from the office of Mr. W. L. Seddon, General Manager of the Sea Board Air Line Rail Road, Norfalk, Virginia. Will give you the names of each Colored man in Passenger Train service on the Florida Division have got one of these new rules through the Railroad Mail from the office of the Seaboard Airline Division, Supertendent office at Tampa, Fla. Each one has signed and mailed the same to Supertendent L. B. Burns, at Tampa, Florida. The names of the Colored Employes are: John W. Taylor, % Union Station, Lee Davis, Henry Lee, Albert Walker, Henry Nuton, Sam Boyman, B. Williams, Ed. Erven, Joe Brown, John Ringer, Dan Smith, every one of these men got one of these circulars and have signed the same and sent it to Mr. L. B. Burns, Supertendent of Seaboard Airline Rail Road, Florida Division at Tampa, Fla. So if you kneed me to make a statement on this why let me know or send for me or write one out and send it to me and I will sign it at sight.

Yours truly,

Jno. W. Taylor
SEC. &. REP.-1109-3rd Ave.

P. S. Please let me know as soon as there are something endifferent.

United States Railroad Administration

Director General of Railroads

SEABOARD AIR LINE RAILROAD

Office of General Manager

Circular No. 11

Norfolk, Va., August 5th, 1919.

TO ALL CONCERNED:

Effective 12:01 A. M., September 15th, 1919, Rules 99, 99 (a), 99 (b), and 99 (c), of the Standard Book of Rules and Regulations, are abolished, and the following rule substituted therefor as New Rule "99."

"When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition displaying lighted fusees.

"When signal 14 (d) or 14 (e), has been given to the flagman and safety to the train will permit, he may return. When the conditions require he will leave the torpedoes and a lighted fusee.

"The front of the train must be protected in the same way when necessary by the front brakeman and baggagemaster.

"When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day, when the view is obscured, lighted fusees must be thrown off at proper intervals.

"When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used.

"Conductors and Enginemen are responsible for the protection of their trains.

FLAGMAN'S SIGNALS:

"Day signals—A red flag,
Torpedoes and
Fusees."

"Night signals—A red light,
A white light,
Torpedoes and
Fusees."

EFFECTIVE at same date, General Instructions "Q" of current Time Table is abolished:

General Instructions "R" of current Time Table abolished, and the following instructions substituted therefor:

"All third class and inferior trains, except those handling passengers, may occupy main track between yard limit boards on the time of third class and inferior trains of the same direction without protection as required by New Rule 99.

"Switching and other engines working within yard limits, as per Rule 102 (b) and 102 (c), will move between yard limit boards under control or with ability to stop within half the range of vision.

"All trains will approach and move between all yard limit boards under control or with ability to stop within half the range of vision. This will not relieve train and enginemen of trains of the same or inferior class, extras, switching and other engines from compliance with Rules 86, 86 (b), 87, 88, 88 (a), 89 and New 99."

W. L. SEDDON,
General Manager.

Tear off and return to your Superintendent.

I hereby acknowledge receipt of General Manager's Circular No. 11, dated August 5th, 1919, covering abolishment of Rules 99, 99 (a), 99 (b), and 99 (c), and establishment of New Rule 99; abolishment of General Instructions "Q" and "R" of Time Table, and substitution of New Rule "R." These instructions have been read and are understood by me.

.....
Name.

.....
Position.

E-38-11-A

FILE

October Eighth,
Nineteen Nineteen.

Mr. Jno. W. Taylor,
1109 Third Ave.,
Tampa, Fla.

Dear Sir:

This will acknowledge receipt of your letter of October 3rd addressed to the Division of Labor, with which you attach copy of circular No. 11 issued by the General Manager of the Seaboard Air Line, for which I thank you.

The same will be given consideration, along with other correspondence we have in connection with this question.

COPY

Yours very truly,

H. P. Daugherty

Assistant Director.

11-az

Form G-77

2—8075

WILLIAM C. GUTHRIE
ATTORNEY AT LAW
JACKSONVILLE, FLA.

#120 W. Adams Street, Edison Bldg.,

October 6th, 1919.

Mr. Dougherty,

Washington, D. C.

Personal

Dear Mr. Dougherty,

Is it possible for you to advise me what has been accomplished in reference to the claims of the Florida and South Carolina negro porters and more especially the matter of "John Taylor" about which I conferred with you and your secretary sometime the first of last month?

You assured me that you were doing all that you possibly could under the circumstances in the matter and I am sure that you are, but I am very anxious to know exactly what has been done in reference to the matter, hence this personal letter to you.

If I can do anything to hasten the winding up of this thing please command me and it shall be forthwith done.

Please let me hear from you as to what the prospects are for an early settlement.

Yours respectfully;

WCG:LC

Call for the file of John Taylor & you will find all my complaints.

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD
MACON, DUBLIN & SAVANNAH RAILROAD
DURHAM & SOUTHERN RAILROAD
GEORGIA, FLORIDA & ALABAMA RAILROAD
BENNETTSVILLE & CHERAW RAILROAD

E-38-11-a

W. J. HARAHAN,
FEDERAL MANAGER.

OFFICE OF FEDERAL MANAGER
NORFOLK, VIRGINIA

On Line, October 3, 1919.

16504-A

DIVISION OF LABOR
OCT 8 1919

Mr. H. P. Daugherty,
Asst. Director, Division of Labor,
Washington, D. C.

Dear Sir:

Referring to my telegram to you, regarding pay for colored train porters.

As I advised you in that telegram, at meeting of Federal Managers held in Atlanta on Wednesday, October 1st, this subject was thoroughly discussed and it was the practically unanimous opinion of the Federal Managers that we could require that train porters do only the work which is covered by the pay for such positions.

I am sure this is going to create much dissatisfaction.

Yours very truly,

W J Harahan

Federal Manager.

E 38-11-a

Employer Pla

10/9-19

Mr V. P. Daughert
Washington DC

Dear Sir you will
Give in Clause
one of Mr W J Hanahan
Federal manage letter
And just what he
said Mr Hanahan
Have made no Perform
Thes duties up to date
And we wants Pay for
it up to date

Please give this
your atention at once
Please Do our great
Kindly John. W. Taylor
1109-3rd Ave

W. J. HA
FE

COMMISSION OF LABOR
OCT 13 1919

STATES RAILROAD ADMINIST ATION
DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD
MACON, DUBLIN & SAVANNAH RAILROAD
DURHAM & SOUTHERN RAILROAD
GEORGIA, FLORIDA & ALABAMA RAILROAD
BENNETTSVILLE & CHERAW RAILROAD

OFFICE OF FEDERAL MANAGER
NORFOLK, VIRGINIA

AHAN,
FEDERAL MANAGER.

On Line, October 4, 1919.

16504-A

Mr. John W. Taylor, Secretary,
International Brotherhood of A. M. R.R.,
1110 Third Ave., Tampa, Fla.

Referring to correspondence which we have had relative wage scale for Seaboard Air Line colored passenger porters.

It has been decided that these men should only be allowed to perform the duties of porter and that, therefore, it was not permissible to pay them brakemen's wages. Necessary instructions have been put into effect requiring them to do only train porter work.

Yours very truly,

W J Harrison

Federal Manager.

E-38-11-A

FILE

October Twentieth,
Nineteen Nineteen.

Mr. John W. Taylor, Secy.,
International Brotherhood of A.M.R.R.,
1109 Third Ave.,
Tampa, Fla.

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of October 9th, enclosing one addressed to you by Federal Manager Harahan under date of October 4th.

We are pushing this question just as fast as is consistent, and we are doing everything that we can, and feel that we are now at a point where it will be only a matter of a very short time until a complete understanding will be reached.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/as

COPY

Form G-77

—8071A

E-38-11-A

October 20th, 1919.

Mr. Wm. C. Guthrie,
Attorney at Law,
120 West Adams St.,
~~Tampa, Fla.~~ Jacksonville Fla.

Dear Sir:

This will acknowledge receipt of your Personal letter dated October 6th, requesting advice in reference to the claims of the Florida and South Carolina negro porters, and more especially the matter of "John Taylor", regarding which you conferred with this office early last month.

As stated to you in another letter written this day regarding colored train porters on the Seaboard Air Line Railroad, we are pushing this question just as fast as is consistent, and we feel that we are not at a point when it will be only a matter of a very short time until a complete understanding will be reached.

Yours very truly,

H. P. Daugherty

Assistant Director.

Form G-77

11/as

COPY

Sa. L R R E-7-11-a

Douglas Ala
10/16-19

Mr H. P. Dougherty
Assistant Dir
Div of Labor
Washington D.C.

Please find in
Clause one of
Mr L. B. Barnes
Bulletinon #2146
10/17-19 just out
Burnt on yard

DIVISION OF LABOR

Respectfully

Jno. W. Taylor
1109-3rd ave
Anniston Ala

OCT 20 1919

Tampa, Fla. October 14, 1918, bm

BU ETIN N ~~NO.~~ 2146

ALL CONCERNED:

Train porters will not be called upon to per th duties of brakemen, such as coupling air, steam hose, c g cars, givin g signals et . On trains that baggagemaster employed, baggagemasters will look up baggage car and per the duties of head brakeman at points it is necessary for them to leave their car to perform such duties. On runs baggagemasters are not employed, it will be necessary the flagman on such trains to take care of the head end

L. B. Bu
Superint dent.

D-38-11-A

FILE

October Twenty-seventh,
Nineteen Nineteen.

Mr. Jno. W. Taylor,
1109 Third Ave.,
Tampa, Fla.

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of October 16th, enclosing bulletinsNo. 2146 issued by the Seaboard Air Line Railroad.

COPY

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

Form G-77

VAN O. SWEARINGEN WM. O. GUTHRIE

SWEARINGEN & GUTHRIE
ATTORNEYS AT LAW
PROFESSIONAL BUILDING
JACKSONVILLE, FLORIDA

MOVED TO 120 W. ADAMS ST.

~~E-38-26~~

E-38-11-a

Oct. 20th. 1919

DIVISION OF LABOR.

OCT 22 1919

W. S. Carter

Division of Labor

Interstate Commerce Bldg.

Washington, D. C.

Attention Mr. Dougherty.

Dear Sir:-

In further reference to the matter of obtaining back pay for the colored porters in this vicinity, about which I have talked to you in person and have written you several times, I beg to advise you that the colored porters, who have been performing brakemen and flagmen duties on passenger trains, have received the following Bulletin:

Jacksonville, Fla., October 13th, 1919a

E- 1065.

BULLETIN NO 570.

PASSENGER CONDUCTORS & WHITE TRAINMEN.

Effective at once train porters on trains where white brakemen and flagmen are provided will not be allowed to do anything but train porters work.

On trains where you have exclusive baggage-masters, they will open switches and perform such duties in place of train porters, and all such other work as may be necessary to require of them.

On trains where joint express baggage-masters can not leave their work, flagmen must go ahead and open switches and close them, as train porters will only perform such duties as required of him as train porter.

Please be governed accordingly,

H. W. Purvis,
Superintendent.

CC Mr. L.S. Peck
CC Mr. B. G. Roberts.

VAN O. SWEARINGEN WM. O. GUTHRIE
SWEARINGEN & GUTHRIE
ATTORNEYS AT LAW
PROFESSIONAL BUILDING 420 W. ADAMS ST.
JACKSONVILLE, FLORIDA

I am informed that the porters have been given to understand that they are under this order to do everything that they have been doing, with the exception of opening and closing switches. Now Mr. Daugherty, I do not care to be compelled to tell these colored men that they, under this order, are not required to do anything but the work of train porters, and that under this order they can refuse to do anything else, for I realize that the moment these negroes refuse to perform the duties outside of the porters work that they will be fired.

It seems to me that something ought to be done about this matter immediately and I am afraid that it is not having the attention that it ought to have, because when I was in your office the first of last month your Secretary and yourself led me to beleive that the matter would come to a head if I could produce statements of the white conductors that these colored men were performing those duties, which statement of a portion of said white conductors you have received, and which I assume a copy of has been furnished Mr. Harahan, which has resulted in the above Bulletin.

Now what I want and what the men want is fair play and if they have been performing these duties , and can show the Railroad Administration that they have been performing these duties then it is up to the Railroad Administration to see that these men get the pay that they are entitled to.

Please acknowledge receipt of this letter and oblige.

Yours very truly,

Wm. O. Guthrie

E-38-11-A

FILE

October Twenty Eighth,
Nineteen Nineteen.

Mr. W. C. Guthrie,
120 West Adams St.,
Jacksonville, Fla.

Dear Sir:

Referring to your letter of October 20th, relative to back pay under Supplement No. 12 for colored train porters in the vicinity of Jacksonville, Florida, and quoting Bulletin No. 570 dated October 13, 1919 to Passenger Conductors and White Trainmen issued by Mr. H. W. Purvis, Superintendent.

I wish to thank you for the information given, and advise that matters are progressing nicely and we hope to bring same to a conclusion in a very short time. This may seem to you to be a repetition of the same promise made heretofore, but it is a fact that the question is progressing as fast as can reasonably be expected. It is a large question and involves a considerable per centage of the total railroad milage in the United States.

COPY

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

Form G-77

8075

E-38-11-A

October 28, 1919.

for Mr. Carter:

Supplementing my memorandum to you of October 23rd, 1919, calling attention to the failure of some railroads to properly apply Supplement No. 12 to General Order No. 27.

I am attaching a copy of a letter from Mr. Wm. C. Guthrie, an attorney at Jacksonville, Florida, which I feel should be considered in connection with the information furnished in former memorandum.

H. P. Daugherty.

11/az

FILE COPY

Form G-77

3—8678

E-32116

DIVISION OF LABOR.

Two Letters

Tampa Fla
12/8-19

DEC 11 1919

Mrs H. P. Daugherty
Assistant Dir
Div of Labor
Washington D.C

Dear Sir I am the Rep
of the Colored Employee
of the Seaboard air Line R.y Co
For some time Sir have
been this matter up with
the R R Administration and
Federal manager of the Seaboard and
it due became Employees to get
a settlement earlier to get them to
give us a Raise which like to
no why they dont Pay us of
this mens will enter Suit as soon
as they here from you I am yours

Jno. V. Taylor Chairman and Rep
1109 3rd Ave

128144

E 38-11-a

DIVISION OF LABOR

DEC 11 1919

Tampa Fla
12/8-19

Mr W. D. Hines
Dir gen of R.R.
Washington D.C

DEC 11 1919

We as the Colored Employee
On the Seaboard air Line would
Like to no at once Sir if
You Please As the Seaboard
will Pay us the back time that
Due us from Jan 1st 1918 for Performing
The duties of brakemen it seems
Like they will not as dont intend
To Pay it Please let me not at
once if you Please Have Peter
Mr W. J. Harahan and here from
Him at all 3 or 4 letters and no
Answer. I am Yours
& wate on Reply
Neither have we got no
Ras

Jno. W. Taylor
1109-3rd ave

128144

December 11, 1919.

Dear Sir:

Permit me to acknowledge for the Director General, your letter of December 8th, in reference to some back pay which the train porters employed by the Seaboard Air Line Railroad feel to be due them.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. John W. Taylor,
1109 3rd Avenue,
Tampa, Fla.

Y:M

E-38-11-A

December 13, 1919.

Mr. John W. Taylor,
1109 Third Ave.,
Tampa, Fla.

Dear Sir:

This will acknowledge receipt of your letter of the 8th inst., also your letter of the same date addressed to the Director General, which was referred to the Division of Labor, relative to the Colored Train Porters on the Seaboard Air Line Railroad.

For your information, I wish to state that the entire colored train porter situation throughout the country has been investigated and developed and laid before the Director General, an d is being given consideration, and we hope that in a very short time that a termination of same will be made.

Very truly yours,

H. P. Daugherty

Assistant Director.

ll/as

E-38-11-a

100473

OFFICE OF DIRECTOR GENERAL OF RAILROADS

Raleigh, N. C. June 17 '19

Mr. Walter D. Hines Director Genl of R.R.
Washington, D.C.

DIVISION OF LABOR. JUN 24 1919

Dear Sir:—

By your request, We, the faithful passenger trains breakmen of the Seaboard Airline Division, respectfully submit to you the duties required of us by the said Railroad Co, and the same are performed by us. Viz:

JUN 24 1919

We coupple and uncoupple engines, and attach hose and chains. Switch cars when necessary which is nearly every day. Go around train at water tanks and inspect the cars, Pack hot boxes and brass cars, Carry dope buckets for this purpose. Open and close switches at meeting points for the purpose of meeting trains, Take down break riggins when out of order, Keep cars and toilets clean en route, Load and unload passengers, Load and unload baggage. Load and

unload express, Assist with the U. S. mail, Look out for red or white boards and report same to the crew

Respectfully Submitted
James Robinson

#624 West Common St.

Representing, Viz:-

Peter Holmes,	Perry Rice
Willis Crumph	George Spikes
Oscar Bailey.	Gilbert Mitchell
Henry Bates,	John Clark,
Charles Kornegay	James Reed,
Frank Jones	Doc. Spikes.
Joshua Ingram.	Benj. Washington
George Lindsay	Bob Webston.
Thomas Seagraves,	Samuel Copes.
George Seagraves,	James Mason.
Walter Bass,	John Person.
Matthew Jeffreys.	Oliver Crumph
John Thomas.	Charlie Champion
Edward Dennis.	Ollie Young.
Caleb Magnis,	Wade Boone,
Richard Spikes.	Bud Bird.
Frank Miller,	John Taylor,
W. M. Moore,	James Jerman.
John Andrews	Thomas Higgs
Charles Rankins	Walter Moseley
Lonnie Reed.	George Macon,

In addition to the above named duties performed by us We call out loud and distinct the name of each station as the trains approach it for the information of the passengers.

I handed this letter to our general superintendant, Mr. P. G. Walton, in person, He read it but failed to sign it, requesting me to not mail this letter till he had a talk with me. He is now out of the city and will be for ten days. I then handed this letter to our Supt. of N.C Div. He said he had nothing to do with it. "It was up to us. I also handed it Mr. O. R. Digue Div. Supt. between Raleigh, N.C. Richmond V and Portsmouth V He said he did not want to read any of Hines' letters also said you all could write Hines anything you d— please thane nothing to do with it.

James Robinson.
#624 West Cannon St.
Raleigh, N.C.

STATEMENT OF THE POSITION OF CERTAIN EMPLOYEES OF THE PASSENGER BRAKEMEN OF THE FLORIDA; SOUTH CAROLINA AND THE N. C. & VA. DIVISION OF THE SEABOARD AIR LINE RAILROAD COMPANY.

Under date of May 25th, 1918, there was issued under the authority of the Director General of Railroads, order No. 27, entitled "Wages of Railroad employees" which ordered an increase to employees of the different railroads operating under Federal control. There have been several amendments or supplements to said general order No. 27. Under date of December 2nd, 1918, supplement No. 12 was issued and under date of April 10, 1919, supplement No. 16 was issued.

In reference to the application of said order and in its supplements by the incorporation of said orders into existing agreements, there has arisen in this division, a disagreement between the employees and the officials, to-wit: The undersigned employees are now and their predecessors in office were performing on June 1st, 1918, the following essential duties, to-wit:

Inspecting cars and testing signal and brake apparatus for the safety of train movements; using hand and lamp signals for the protection and movements of trains; opening and closing switches; coupling and uncoupling cars and engines, and the hose and chain attachments thereof; comparing watches when required.

WHEREFORE the undersigned contend that under supplement No. 12, they are designated as passenger brakemen of flagmen and should be paid accordingly.

The Contention of officials are that the undersigned are still porters and are not entitled to the compensation allowed brakemen and flagmen but the contention of the undersigned is that they are brakemen and flagmen on passenger trains in their respective divisions performing the duties of brakemen on such passenger trains and that by reason of said duties the officials of the railroad should be required to incorporate the wage order covering brakemen or flagmen into the agreements of said parties.

and the S.A.L. Railroad Company.

The employees contend further that even under class "B" of article One (1) of supplement No. 16, effective January 1st, 1919, they are entitled to $110.40 per month, even though they are porters as the officials contend, which they have never received

Said parties would show that they are performing the essential duties incident to reilroading and to the operation of passenger trains as outlined in Section One (1), of supplement No. 12, and should be entitled to the pay of passenger brakemen or flagmen.

The undersigned would further show that for a long space of time they have insisted upon their rights of compensation to which they are entitled to, under these orders which have been issued under the direction of the Director General of Railroads, but that their superintendents have on each occassion informed t the representatives of the undersigned that the boys would be taken care of, as they were working to get these matters adjusted; Finally patience ceasing to be a virtue, a committee from the employees waited upon the officials who then informed said committee that they were not entitled to the increase in wages, never had been, and never would be, hence your petitioners are submitting the matter to you for determination.

The undersigned would further show that the delay caused by the submission of these contentions has been due to the officials touting up the undersigned or their representatives by promises upon promises that an adjustment would be made soon.

We submit the matter in view of what has been stated above and respectfully request an oral hearing before the Board of Railroad Wages and Working Conditions, located in the City of Washington, D. C.

James Robinson
#624 West Cannon St.
Raleigh
N.C.

100475

June 24, 1919.

Dear Sir:

This will acknowledge receipt of your letter of the 17th inst., to the Director General, urging that colored passenger brakemen of the Seaboard Air Line Railroad be paid in accordance with Supplement No. 16.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, with request that this matter be given careful consideration.

Sincerely yours,
(Signed) M. D

Mr. James Robinson,
624 West Gannon St.,
Raleigh, N. C.

W.R.

June 24, 1919

E-38-11-a

Mr. James Robinson,
424 W. Cannon St.,
Raleigh, N.C.

Dear Sir:

This will acknowledge the receipt of June 17, with reference to the application of Supplement #12 to employes of the Seaboard Air Line. I have quite an extensive file of correspondence on this matter, and it is now being vigorously handled with the Director General.

I am anticipating that something definite will be received shortly with regard to this matter and just as soon as the necessary instructions have been issued you will be advised.

I am keeping your file out from the general correspondence with this end in view.

Very truly yours,

FILE COPY

7-1W8

Form G-77.

2—8075

E-38-11-a

Aug 19/19

Raleigh N.C.

J. A. Franklin Esqr
Washington D.C.

Sir

Yours of 24th to hand
Fear fear you have overlooked our case I drop you a line as a reminder

Yours Respectfully
James Robinson, Chairman

#624 West Cannon St.

DIVISION OF LABOR.

AUG 20, 1919

Form G-19

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

FILE NO. E 38-11-a

SUBJECT:

August 26, 1919.

MEMORANDUM for Mr. W. S. Carter:

Herewith is a further letter from James Robinson, 624 West Cannon St., Raleigh, N. C., whose previous letter was referred to you on the 24th of June.

M. B. C.

fcl-hl

DIVISION OF LABOR.
AUG 27 1919

180473

Aug. 19/19
Raleigh, N. C.

Brice Clagett Esqr.
Wash, D. C.

OFFICE OF DIRECTOR GENERAL OF RAILROADS

Yours of 24th
just recieved. As I have
not heard from you I
write to know if our
case has been overlooked.

Respectfully
James Robinson
#624 West Cannon St. Chas

Colored passenger brakeman of the
S. A. L. being fired in accordance
with Sep 16.

September 5, 1919.

~~E-38-11-a~~

FILE

Mr. James Robinson,
624 W. Cannon St.,
Raleigh, N. C.

Dear Sir:

This will acknowledge receipt of your letter of August 19th, with further reference to the application of Supplement No. 12 to employes of the Seaboard Air Line R. R.

I note that you claim you are performing duties that would bring you within the scope of Article 2 to Supplement No. 16 to General Order No. 27, and wish to inquire as to the names of the employes who make this claim, the line they have been assigned to, and in each instance the name of the employ who requests them to perform the duties on which they base their claim.

Yours truly,

A.A.FRANKLIN

7-sc

COPY

Form G-77

E-38-11-a 1.

7-a

DIVISION OF LABOR.

Raleigh, N. C.
Sept. 19 '19

Mr. J. A. Franklin.
Wash, N. C.

SEP 20 1919

I herewith hand you the names of the employes, making claims under Art. 2. to supplement No. 12 to Genl. Order No. 27. Viz:-

Peter Holmes,	Charles Rankin.
Willie Crump.	Lonnie Reid.
Oscar Bailey.	Perry Rice.
James Robinson.	Benjamin Franklin
Henry Bates.	George Spikes.
Charles Kornegay.	Gilbert Mitchell.
Frank Jones	John Clarke,
Joshua Ingram	James Reid,
George Lindsey.	Doc. Speaker.
Thomas Seagraves,	Bob Watson.
Mack Baxter.	Samuel Copes.
Matthew Lambreth.	Samuel Hickman.
John Thomas.	James Mason.
Edward Dennis,	Matthews Jeffreys
Caleb Magnis	John Carson.
Richard Spikes.	Charlie White.
Charles Jackson.	Adam Bias.
Frank Miller.	James Jerman
Pink Carpenter.	Charlie Champion
W. M. Moore.	Wade Boone.
John Andrews	Will Jones.

All of these passenger train brake men perform the same service enumerated in a previous letter to you.

The general Manager Mr. W. L. Sutten home office Portsmouth. Va. make the bulletins for our general Superintendent Mr. P. G. Walton, Home office Hamleh. N.C. Mr. Walton then make bulletin for the Div. Supts. Mr. O. E. Teague. Home office Raleigh. N.C and Mr. E. C. Bagwell, Home office Hamleh. N.C and Mr. G. A. Carlton, Home office Atlanta Ga. These Div. Supts. hand these bulletins down to the Train masters, Yard masters and conductors and we are forced to do this work by our conductors.

Respectfully

James Robinson

#624 West Cannon St.

Raleigh. N.C.

Raleigh, N. C.

Mr. J. A. Franklin
Washington, D. C.

Dear Sir:

I herewith hand you the names of the employes making claims under Article 2 to Supplement No. 12 to General Order No. 27, the runs to which they have been assigned & a description of the work they performed, and the name of the employee under whom they did this work.

Peter Holmes.

Willis Crump

Oscar Bailey

James Robinson

Henry Bates

Charles Kormagay

Frank Jones

Joshua Ingram

George Lindsey

Thomas Seagranes

Mack Baxter

Matthew Lambreth

John Thomas

Edward Dennis

Caleb Magnis

Richard Spikes

Charles Jackson

Charles Jackson

Frank Miller

Pink Carpenter

W. M. Moore

John Andrews

Charles Rankin

Lonnie Reid

Perry Rice

Benjamin Franklin

George Spikes

Gilbert Mitchell

John Clarke

James Reid

Doc Speaker

Bob Watson

Samuel Copes

Samuel Hickman

James Mason

Matthews Jeffreys

John Parson

Charlie White

Adam Bias

James Jerman

Charlie Champion

Wade Boone

Will Jones

September 26, 1912.

K-38-11-A.

FILE

Mr. James Robinson,
624 West Cannon St.,
Raleigh, N. C.

Dear Sir :

This will acknowledge receipt of your letter of September 19th with further reference to application of Supplement No. 12 to employees of the Seaboard Air Line Railroad.

I note you give me the names of employees making claims under Article 2 to Supplement No. 12 to General Order No. 27. I would ask that against these names you give me the runs to which they have been assigned, a description of the work they performed and the name of the employee under whom they do the work.

COPY

Very truly yours,

7-AGH.

S.A. FRANKLIN

Form G-77.

2—3375

624 West Cannon St

Raleigh N.C.
Oct. 6 1919

DIVISION OF LABOR
OCT 7 1919

Mr. J. A. Franklin E-38-11-a
Asst Director
Wash. D.C.

Dear Sir:-

In reply to yours of 26 ult. am sending you list as required. Some of the men named in my original list have quit the passenger train for freight train service, others were called to the army, and have not returned and we have not been able to locate them.

All of the men named in this list perform all the duties enumerated to your office in a former communication.

The S.A.L. R.R. Co has over 3000 miles of track and haul passengers over all their lines.

Respectfully
James Robinson

624 West Cannon St

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON September 26, 1919.

DIVISION OF LABOR
W. S. CARTER, DIRECTOR

J. A. FRANKLIN
G. W. W. HANGER
H. P. DAUGHERTY
ASSISTANT DIRECTORS

In your reply refer to File

E-38-11-A.

Mr. James Robinson,
624 West Cannon St.,
Raleigh, N. C.

Dear Sir :

This will acknowledge receipt of your letter of September 19th with further reference to application of Supplement No. 12 to employees of the Seaboard Air Line Railroad.

I note you give me the names of employees making claims under Article 2 to Supplement No. 12 to General Order No. 27. I would ask that against these names you give me the runs to which they have been assigned, a description of the work they performed and the name of the employee under whom they do the work.

Very truly yours,

J. A. Franklin

7-AGH.

Raleigh, N. C.

Mr. J. A. Franklin
Washington, D. C.

Dear Sir:

I herewith hand you the names of the employes making claims under Article 2 to Supplement No. 12 to General Order No. 27, the runs to which they have been assigned & a description of the work they performed, and the name of the employee under whom they did this work.

Peter Holmes. assigned to Trains 12 & 11 Between Raleigh N.C. & Monroe, N.C.
Conductor Charley Garvin, Raleigh, N.C.

Willis Crump assigned to Trains 3 & 2 Between Richmond, Va & Columbia S.C.
Conductor, G.G. Shannonhouse Richmond, Va

Oscar Bailey assigned to Trains 13 & 20 Between Wilmington N.C. & Charlotte, N.C.
Conductor, Spence Fountain Hamlet, N.C.

James Robinson assigned to Trains 12 & 11 Between Raleigh, N.C. & Monroe, N.C.

Henry Bates

Charles Kornegay assigned to Trains 19 + 20 Between Raleigh, N.C to Marlina. N C
Conductor: Joseph Kirkpatrick.
Raleigh. N C

Frank Jones Assigned to Trains 31 + 34. Between Raleigh NC to Monroe, N C
Conductor. Mike Byrd,
Hamlet. N C

Joshua Ingram assigned to Trains 5. 6. 11. + 12 Between Monroe. N.C to Atlanta Ga,
Conductor,
Bill Cason,
Monroe
N C

George Lindsey assigned to Trains 14 + 19 Between Charlotte. N C + Wilmington, N C
Conductor,
Buck Williams
Hamlet, N C

Thomas Seagraves assigned to Trains. 5. 6. 11 + 12 Between Monroe, N.C + Atlanta Ga
Conductor,
Frank Layney
Monroe
N C

Mack Baxter

(Dead)

Matthew Lambreth assigned to Trains 11 & 12 Between Raleigh N.C. & Portsmouth Va
Conductor.
L. N. Cain.
Portsmouth Va

John Thomas Assigned to Trains 17 & 18 Between Hamlet N.C. & Columbia S.C.
Conductor Cullen Jones.
Hamlet
N.C.

Edward Dennis In freight service in Florida division

Caleb Magnis assigned to Trains 17 & 18 Between Monroe N.C. & Rutherfordton, N.C.
Conductor,
— Bland,
Monroe, N.C.

Richard Spikes assigned to Trains 17 & 18 Between Monroe, N.C. & Rutherfordton N.C.
Conductor.
William Broadway.
Monroe
N.C.

Charles Jackson

Frank Miller assigned to Trains 17 & 18 Between Monroe, N.C. & Atlanta Ga
Conductor
J. B. Sales
Monroe, NC

Pink Carpenter assigned to Trains 11 & 12. 5 & 6 Between Monroe NC to Atlanta Ga
Conductor
Edw. Neal.
Monroe, NC

W. M. Moore Not in passenger Train Service yrsw

John Andrews assigned to Florida division.
Cannot locate

Charles Rankin Cannot locate. Was in Florida division.

Lonnie Reid cannot locate.

Perry Rice cannot locate

Benjamin ~~Franklin~~ Washington assigned to Trains 1 & 2 Between Columbia S.C. & Jacksonville Fla.
Conductor
John Lane
Jacksonville Fla.

George Spikes cannot locate

Gilbert Mitchell cannot locate

John Clarke cannot locate

James Reid assigned to Trains 3 & 4 Between Columbia S. C. & Jacksonville Fla
Conductor
W. A. Stuard
Jacksonville Fla

Doc Speaker cannot locate.

Bob Watson cannot locate.

Samuel Copes cannot locate

Samuel Hickman Assigned to Tr. 1, 2, 3 & 4 Between Richmond, Va & Columbia S. C.
Conductor
Buck Whitehurst
(Dead)

James Mason assigned to Trs 5 & 6 Between Richmond Va & Monroe, N. C
Conducter.
— Kirkpatrick
Richmond.
Va.

Matthews Jeffreys Assigned to Trains 19 & 20 Between Raleigh N.C. & Weldon, N.C
Conducter
— Hough
Raleigh, N.C

John Parson (Extra) Trains 1.2.3.4
With all Conducters for these trains

Charlie White Cannot locate

Adam Bias assigned to Trains 14 & 15 Between Richmond Va & Norlina, N.C
Conducter
Moseley
Norlina
N.C

James Jerman assigned to Trains 3 & 2 Between Richmond Va & Columbia S.C
Conducter
Wm Clemens
Richmond
Va.

Charlie Champion assigned to Trains 2 & 3 Between
Richmond Va & Columbia S.C
Conducter
Bob Steven
Richmond Va

Wade Boone assigned to Train 5 & 6 Between
Richmond Va & Monroe N.C
Conducter
Wm Kennett
Richmond Va

Will Jones assigned to Train 11 & 12 Between
Portsmouth Va and Raleigh N.C
Conducter
L. N. Cain
Portsmouth Va

Henry Bate assigned to Train 11 & 12 Between
Portsmouth Va & Raleigh NC
Conducter
— Matthews
Raleigh NC

Charles Jackson Assigned to Trains 17 & 18 Between
Abbeville S.C. Atlanta Ga.
Conducter
George Fullton
Atlanta Ga